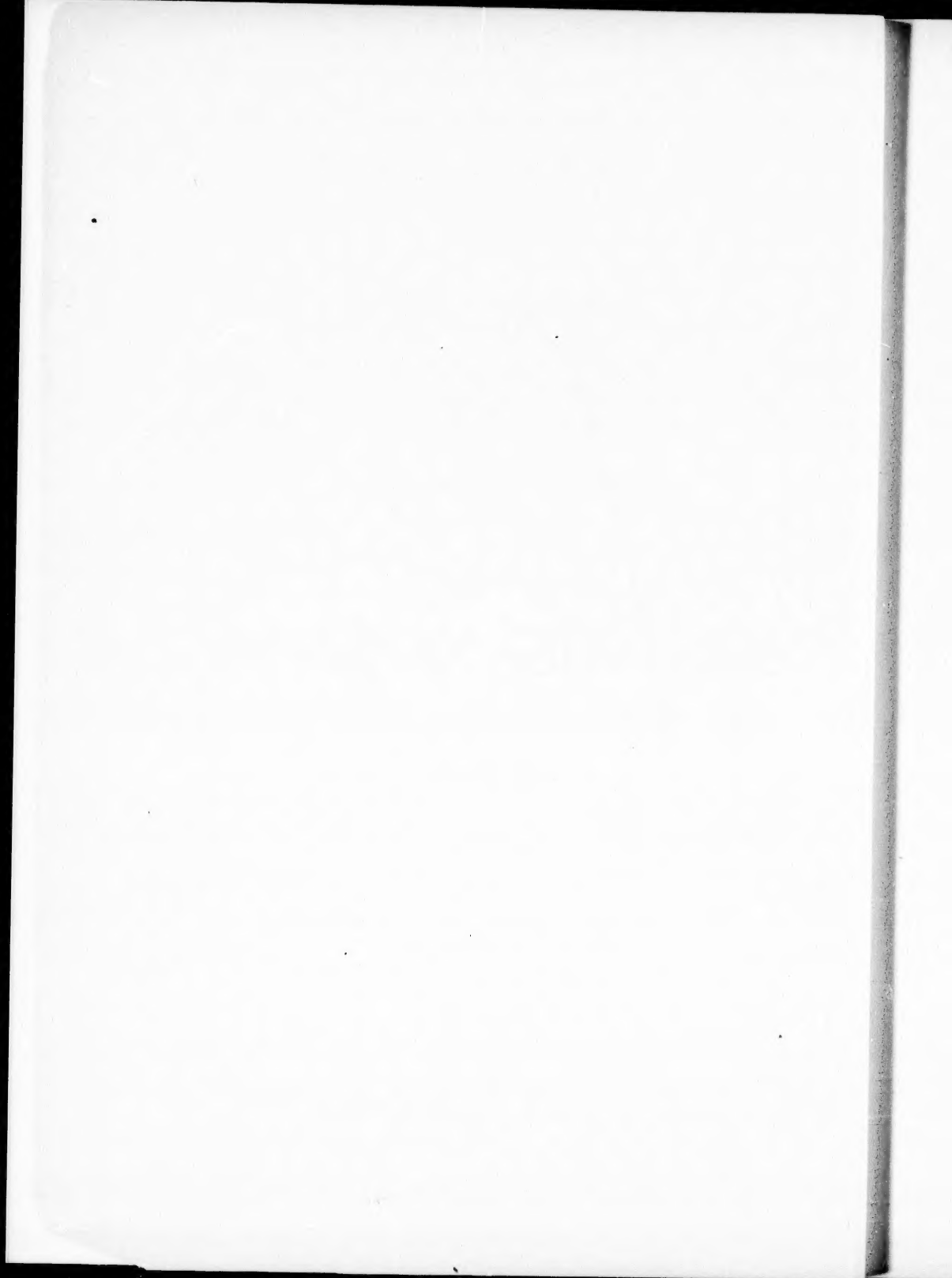


REPORT
OF
JUDGE BENNETT,
TOGETHER WITH
EVIDENCE
RESPECTING
Bait Protection Service,
1890.

[By Commission of His Excellency Sir J. TERENCE N.
O'BRIEN, Lt-Col., K.C.M.G.]

St. JOHN'S, N.F.:
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REPORT

—OF—

JUDGE BENNETT ON BAIT PROTECTION SERVICE.

*To His Excellency Lieutenant-Colonel Sir J. TERENCE
N. O'BRIEN, Knight Commander of the Most
Distinguished Order of St. Michael and St.
George, Governor and Commander in Chief, in
and over the Island of Newfoundland and its
Dependencies.*

MAY IT PLEASE YOUR EXCELLENCY,—

I received a Commission from your Excellency, dated the 14th day of February, 1890, authorizing me to make enquiry into the operation of the several acts to regulate the exportation and sale of bait fishes, and into the manner in which the said acts have been executed; cost of executing the same, the effect of prohibiting the exportation of bait fishes, and the most efficient mode of accomplishing the same; and into all questions arising incidental to the execution of the said acts and their effect upon the trade and fisheries of this colony, and the persons engaged in the prosecution thereof, and on the value of the product of the said fisheries; and to report to you the result of such enquiry, with such observations thereupon as I may deem proper to offer in the interests of the public service.

I beg to report that I entered immediately on such enquiry, and took the evidence of all those I thought were likely to give important information.

However interesting a historical review of our fisheries might be, it cannot with propriety be brought within the scope of this enquiry, but in order to arrive at a full knowledge of the interests involved in the important questions to be considered, it is necessary for me to briefly refer to our Labrador cod-fishery.

Shortly after the Treaty of Paris, and in accordance with the terms of that Treaty, Great Britain had to transfer the Islands of St. Pierre and Miquelon, and the user of the so-called French Shore, to France. British subjects had held possession of these places for over a quarter of a century—that is to say: during the Revolutionary and Napoleonic Wars which ended in 1815. Those persons who had been living at St. Pierre were transferred to Fortune Bay; those at St. George's Bay had become too numerous to remove and were permitted to remain; those who had fishing rooms on the northeast coast were not permanent residents but lived during the winter chiefly in Conception and Trinity Bays. These persons were required to take down their flakes and

stages, and to remove them in accordance with the terms of the Declaration attached to the Treaty of Versailles and the Act 27 George III., Cap. IV. They did so, and most of them removed their fishing establishments to the Straits of Belle Isle and the Labrador Coast about Cape Charles. Here and now commenced a sedentary Labrador fishery which has continued, and as fish became scarce on our shores, has increased in volume until it now represents probably one fourth of our whole catch of codfish, and gives employment and a precarious living to nearly one-fourth of our population.*

During the Peninsular war, our Newfoundland merchants appear to have monopolized the fish trade; the United Kingdom, Spain and Portugal, consumed all the fish that could be taken, and the prices paid for it were very high, for sometimes from £2 00 to £2 10 was paid per quintal of 112 lbs., and the trade with Spain and Portugal, which was fostered by their alliance with Britain, appears to have remained with British merchants, almost without competition, until recent years. The largest proportion of our Labrador fish was supplied to these countries, and to Italy. The trade which we held for so many years, without competition, appears to have led to gross carelessness in the handling of fish; and its inferior cure called for continual remonstrances from purchasers. Circulars and Consular reports warned us, that if we did not take more care and make better fish, the trade must pass from us to our Norwegian rivals.

No doubt there has been a very considerable improvement in the cure during the past ten years, but the evidence shows that there is still too much negligence in a business which requires the utmost care for its successful operation. We cannot justly complain of the competition of the Norwegians, as that people meet us on fair and equal terms, and the fault is our own that our article is inferior to theirs.

But within the last ten years a new factor has arisen in our Mediterranean markets. France, who by her system of bounties on sugar, has helped to ruin our fairest West India Islands; has by her bounties on cod-fish, apparently, determined to drive Newfoundland out of the Mediterranean markets. The statistics, furnished by Mr. LeMessurier, show a steady increase in the French fishery, until it reached its highest point, in 1886. Fostered and protected as that fishery is: first, by a prohibitive duty of more than \$4 per quintal on all foreign fish imported into France; second, by a bounty of from \$1.80 to \$2.00 per quintal on all fish exported into foreign countries; third, by a bounty of about \$16.00 for each fisherman, and \$8.00 for each shoreman taken from France to work at the fishery. No fishery, depending on itself, can compete with her.

France, with a population of over 36,000,000, is paying \$824,000 to 7,000 of her people, apparently for the purpose of enabling them to sell fish to Spain, Portugal, Italy and the United States, at \$1.00 per quintal less than it costs to

* This estimate is only an approximate one and is given with some hesitation, but I think it may be taken as very near the truth. Unfortunately the statistical department of the Colony is very weak, and very little information of a positive character can be had on fishery topics.

produce, and, in 1886 fish was actually given away in Bordeaux, for shipment to Spain; the owners depending solely on their bounty for compensation.

She has established her head-quarters at Bordeaux, and from thence is forcing her bounty-fish into every market. I quote from the evidence of Mr. Munn, the largest exporter in the country. He says, "There have been great changes during the past ten years in the Mediterranean trade. In the year 1878, we shipped to Genoa 73,572 quintals; and in 1879, 47,360 quintals; 1882, 40,900 quintals; 1883, 40,800 quintals; 1884, 36,500 quintals; 1885, 37,300 quintals; 1886, 34,900 quintals; 1887, 28,790 quintals; 1888, 20,400 quintals; 1889, 13,700 quintals; and in Malaga, Alicante, Valencia, Leghorn and Naples there has been a large falling off, as will be seen by the tabular statement."

He goes on to say; "I believe the decrease in shipment to Genoa and other markets is caused by the large increase of French bounty-fed fish shipped to those markets. The following figures show the progressive increase of French fish at Genoa. In 1885 were imported 25,991 quintals; in 1886, 45,885 quintals; this is independent of the fish sent into Genoa, by rail, *via* Mont Cenis tunnel, the quantity of which it is impossible to ascertain exactly; but the best informed estimate, at 50,000 quintals. At Naples were imported in 1885, 35,000 quintals Newfoundland fish; French fish, 5,300 quintals. In 1886, Newfoundland fish, 25,600 quintals; French fish, 18,800 quintals. Previous to the year 1883, the importation of French fish in Naples was practically unknown, but with the stimulus given to French shippers, the importation of French cod fish is rapidly increasing, with a corresponding decline in British importations. At Valencia, until 1885, the market was free from French competition, Newfoundland, that year, sent 35,000 quintals; France, none. In 1880 Newfoundland sent 22,000 quintals, and France 20,000 quintals. At Alicante, the market for the sale of Newfoundland cod-fish has most materially declined through its displacement by French-caught fish. Being a port of distribution for fish to Madrid, Saragossa, &c., &c., these places are now almost wholly supplied by French fish; that for Madrid and Northern places being sent through Bilboa and Passages to which it goes by rail from Bordeaux. The quantity thus received from France in 1885 was 56,723 quintals, and in 1886, 82,600 quintals. The French laxe fish (which is fish washed out and slightly dried for immediate consumption) is the description which competes with our Labrador fish. We have other competitors in the Mediterranean markets, *viz*: Norway (and Iceland, for the past two years at Genoa), the Norwegian fish being hard cured, competes more directly with our Shore fish; the Iceland fish, so far, is not of much importance. The price of French laxe fish is a principal factor in regulating the value of our Labrador fish in the Italian markets, as they usually fix the price of French fish at from 1s. to 2s. per quintal less than the price of Labrador fish. The prices paid by us for Labrador fish in 1885, were 12s. per quintal, the same in 1886; in 1887, 16s.; and in 1888, 18s."

Mr. CHARLES TESSIER, of the firm of P. & L. Tessier, states: "There is a great diminution in the quantity of fish shipped by us to the Mediterranean markets, for instance, in 1883, we shipped 16 cargoes, and in 1888 we shipped only 4 cargoes; and there was a corresponding depreciation of the price, of from 20 to 30 per cent. This is largely attributable to the competition that we have had with the French; they block the markets. Their bounty enables them to undersell our shore fish from 30 to 40 per cent. The price of fish in the Mediterranean markets has considerably improved in 1888 and 1889; this is attributable to the short catch of French fish in those years. The French fish competes with both Labrador and Shore fish, we are almost driven out of the Spanish markets by the French. The prices we realized for Labrador fish were, in 1885, from 8s. to 13s. per quintal; in 1886, from 8s. to 14s. per quintal; in 1887, from 15s. to 20s. 6d. per quintal; in 1888, from 17s. to 19s. per quintal. I attribute the improvement in price to the curtailment of the French fishery."

Mr. EDGAR R. BOWRING, of the firm of Bowring Bros., says: "In 1885 we shipped 24,164 quintals to Mediterranean markets; the average price obtained was \$1.54 per quintal; there was a very large French fishery that year, the markets were blocked and some of our fish was returned. In 1886 we exported 14,464 quintals, average price, \$2.64; in 1887, 7,880 quintals, average price, \$3.88 per quintal; in 1888, 16,945 quintals, average price, \$2.66 per quintal; in 1889, 6,400 quintals, average price \$3.22 per quintal. We have curtailed our Labrador business, it proving anything but a paying one; the chief cause being the competition of the French; they being able to undersell us in the markets. They have driven us altogether out of some markets. The price of French green fish is a great factor in regulating the price of our Labrador fish. No matter what the price of Labrador fish is, they undersell us from 1s. to 2s. per quintal. There has been an increase in the price of Labrador fish the past three years; I think this is partly attributable to the operation of the 'Bait Act,' in not allowing the French to get sufficient bait."

Mr. HENRY C. GOODRIDGE, of the firm of Alan Goodridge & Sons, says: "Our people do not take so much care of our fish as they ought, in washing, curing and making it white." He knows that the French fish in the Mediterranean markets competes with ours; they cut the prices and make them for us unremunerative.

Hon. MOSES MONROE says: "In Spain and Italy our fish has been crushed out of the markets by French fish, even if our fish were a better quality and cure we could not profitably compete with French bounty fish, as they fix their price at from 1s. to 2s. per quintal lower than we offer ours." He says, "Our Labrador fishery cannot profitably be maintained in competition with the French fishery at St. Pierre, should that fishery be continued as extensively and with the prices as low as in 1885 and 1886."

Mr. GEORGE A. HUTCHINGS, agent for the firm of Messrs. Job Brothers & Co., says: "There has been a very material falling off in the shipments of Labrador fish to the Mediterranean markets; the Italian markets particularly. This is attributable to the competition of French fish, they are able to place their fish at a lower rate, and make more of it, on account of the bounty. They have a greater facility for shipping their fish in small quantities, from Bordeaux and other places. I think that we could compete with them, on equal terms, if they gave no bounty. Their fishery has fallen off since the introduction of the "Bait Act," and we have been able to pay higher prices within the last three years than we had previously done."

Mr. EDWIN J. DUDER says: "In 1885, I shipped to the Mediterranean markets 20,000 quintals; the price here was \$2.40 per quintal. In 1886, 12,000 quintals, price \$2.80; in 1887, 13,000 quintals, price \$3.60; in 1888, 16,000 quintals, price \$3.60; in 1889, 27,000 quintals, price \$3.00. The markets in the Mediterranean, for Labrador fish, for the past five years have not been remunerative, and I attribute the low prices to foreign competition, principally to the French. The French fish in these markets has the effect of regulating them. With the French fishery as successful as it was in 1885 and 1886 and the prices as low, our Labrador fishery could not be profitably prosecuted. There has been a decided improvement in the price of Labrador fish in the Mediterranean markets the past year."

Mr. NEIL CAMPBELL, manager for the firm of Baine Johnson & Co., says: "There has been more care bestowed on the cure of Labrador fish. The size is much smaller than it was twenty years ago, attributable to the use of cod-traps. This has depreciated its value in foreign markets to some extent."

In 1885 we shipped 61,214 quintals of Labrador fish to Mediterranean markets, average price here \$2.40; in 1886, 43,750 quintals, price \$2.40; in 1887, 33,588 quintals, price \$3.20; in 1888, 36,166 quintals, price \$3.60; in 1889, 30,155 quintals, price \$3.00. The prices in the Mediterranean markets in 1888 were not sufficiently high to justify \$3.60 per quintal being paid for the fish here. There is a continuous falling off in the demand for Labrador fish, owing to the keen competition of the French; they undersell us, as they are able, owing to their bounty to place their fish at a lower price. Spain and Italy are the chief markets where the competition is felt."

Mr. H. W. ROBERTSON, manager for the firm of J. & W. Stewart, says: "We shipped in 1885, to the Mediterranean markets, of Labrador fish, 21,400 quintals; in 1886, 14,000 quintals; in 1887, 14,000 quintals; in 1888, 15,650 quintals; in 1889, 14,700 quintals. The trade price was in 1885, \$2.40; in 1886, \$2.40; in 1887, \$3.20; in 1888, \$3.60; in 1889, \$3.00. The increased price is attributable to less competition of French fish. The French are great competitors in the Mediterranean markets and are able to sell their fish at lower prices than we can, on account of their bounty. In 1889, they were not com-

petitors to the extent they had been in previous years. If the French continue to compete with us, as in 1885 and 1886, it will simply ruin the trade and drive us out of the markets."

It will be seen from the foregoing extracts that there is a unanimous consensus of opinion amongst all the merchants engaged in shipping fish to the Mediterranean markets that the French competition is ruining their trade, and reducing the prices to such an extent that neither merchant nor fisherman can continue the Labrador fishery with rates as low as they were in 1885 and 1886. All are agreed that the fishery cannot profitably be maintained when fish is at a lower price than \$3.00 per quintal. At \$2.00 or \$2.50 per quintal it would be a ruinous trade, and all suppliers would have to give it up. Taking the average catch per annum at 40 quintals, which is quite as much as it has been for the past five years, and price \$2.00, the share belonging to the fisherman would be only \$40.00, and at \$2.50 it would be only \$50.00 for the fisherman, and would mean starvation for him and serious loss to the supplier.

By reference to the statistics furnished by Mr. LeMessurier, it will be seen that the French fishery from 1841 to 1871, with one or two exceptional years, was continually increasing in quantity, until in the latter year 130,000 quintals of dry fish, and 173,000 quintals green fish were taken. From 1875 to 1883, there seems to have been a considerable falling off in the quantity of dry and green fish. From 1883 to 1886 there was an enormous increase in the quantity taken, amounting in the latter year to no less than 219,976 quintals dry fish, and 688,333 quintals green fish. From 1878 the price of their dry fish appears to have ranged from 20s. to 45s per quintal, and the price of green fish from 15s. to 22s. 6d. per quintal. These very high prices, undoubtedly, led to a very large increase in their outfit in 1886, and the quantity of fish taken by them was so great that the price fell from 20s. of the previous year to 12s. for dry fish; and from 17s. 6d. to 6s. for green fish; and it was apparent to every thoughtful man engaged in the trade that this competition could not continue without bringing ruin on all interested.

This French fishery had been parasitical in its character and not self-sustaining. Up to that time its success depended on getting an ample supply of bait from the Newfoundland fishermen, and it was generally believed that without bait from them, their fishery must materially decline in the quantity caught. They would probably obtain only enough for their home markets, and cease to compete with us in foreign markets.

The traffic in bait by our Newfoundland people had existed for over sixty years, and had been tolerated with few restrictions. Between forty and fifty years ago an attempt was made to curtail it; a Local Act was passed placing an export duty of \$1.00 per barrel on fresh herrings exported for bait. A revenue cruiser was employed for one or two years, but the experiment proved a failure, and the Government of the Colony ceased any further attempts to enforce the act.

As the French bank-fishery increased in volume, our fishermen of Fortune and Placentia Bays devoted more time and means to supplying them with bait; and about forty-five years ago, the first seines were imported for that purpose. So many had engaged in this traffic that the competition was too great; the quantities of herrings and other baits taken were in excess of the requirements of the French, and this led to a great waste of bait fishes. In order to prevent this waste as much as possible, the Legislature passed an act about twenty-five years ago, to prohibit the hauling of herrings in seines before the 15th day of April. This act has been continuously enforced and with fairly successful results in limiting the supply of bait, and partially preventing the waste complained of.

With the foregoing limitations the trade in bait had been tolerated for the past sixty years and a considerable portion of the population of Fortune Bay, and a smaller number from Placentia Bay, had outfitted for, and depended on, that trade alone for a means of living. It is estimated by those most competent to form an opinion that from \$120,000 to \$140,000 per annum was paid for bait, chiefly in goods, and as the revenue service on the Southwest coast was weak and stations for collecting revenue far apart, very little duty was paid on these goods. I refer you to the evidence of Mr. LeMessurier on this subject as full and, I think, reliable. It will be found in the Appendix, No. 10.

In the session of 1886 a joint committee of both branches of the Legislature reported on the increase of the French fishery, as follows:—

“ The French fishery in relation to ours has undergone considerable change in recent years, seriously, to our disadvantage. In the first place, to fish exported from St. Pierre to countries outside France, that is to say, to markets where it competes with ours, an average bounty of 10 francs per quintal (112 lbs. English) is at present paid by the French Government. Formerly, this did not conflict with our interests, as the French bankers were equipped in France, and brought most of their produce back to France, to be consumed there, leaving only a small portion for exportation from St. Pierre to the French West Indies. Consequently, Newfoundland, rarely, if ever, found France a competitor in those markets to which we exported our fish. Now, however, St. Pierre has become an extensive port of trade, and of export for traders of other countries; and there is a large fleet of French bankers and also a fleet sailing under the French flag, managed by French agents at St. Pierre, and owned, to some extent, by English and American subjects, employed in catching fish to compete with us in all European markets. This increasing fleet of bank fishers has an enormous advantage over our fishermen, from the fact, that in addition to the bounty before referred to, they obtain food and goods of all kinds necessary for the fishery, at St. Pierre, almost free of duty. While our fishermen are thus handicapped in the catching of fish, this fleet of bankers from St. Pierre obtain their supply of bait from our waters. The fish thus taken is landed at St. Pierre and on its export receives from the French Government a bounty equivalent to

about ten francs for every 112 lbs., English; eight francs direct, about two francs indirect bounty. The average price of Labrador fish, which is, more especially, competed with by French Bank fish did not exceed in this Colony, during the past season, eleven francs for every 112 lbs. It will thus be seen, that the bounty as above, and the differential duty on St. Pierre fish entering Spain, under the most favored nation clause in the Spanish tariff, amounts to twelve and one-half francs on every 112 lbs., or, in other words, to more than the whole value obtained by our fishermen for Labrador fish."

As a result of this Report, the Legislature passed the first Bait Act in 1886, which Act was disallowed by the Imperial Government.* It was re-enacted in 1887, to come in force on the 1st January, 1888, and received the sanction of the Imperial Government. On the 6th March, 1888, an expedition was fitted out, under the charge of Judge Prowse, assisted by Sub-Inspector Sullivan. They proceeded to Fortune Bay in the steamships *Hercules* and *Lady Glover*, for the purpose of enforcing the provisions of the Act. They found the feeling intensely strong against the Act, amongst the fishermen who had been formerly engaged in the bait-trade. No violation of the law was attempted before the 23rd April. An additional steamer, the *Greyhound*, had been engaged. A combination among the fishing schooners was attempted. They had pledged themselves to the French merchants, that when the usual time arrived, they would bring them bait, in defiance of the law, but the prompt arrest of three or four men, who had assaulted the constables while searching a schooner, appears to have broken up the combination; and no act of violence was attempted afterwards. Judge Prowse appears to have acted in this emergency with discretion and good judgment. The fishermen appear to have made up their minds to submit to the inevitable, and to turn their attention to other means of living, and the Bait Act seems to have been on the point of becoming effective in its operations, as far as our people were concerned. Sub-Inspector Sullivan is of opinion that, during the months of March and April, and up to the 10th of May, no material violation of the Act took place. In this opinion, I concur; it is supported by the fact that over a hundred sail of vessels left St. Pierre for St. George's Bay the first week in May; they having failed to procure bait at St. Pierre. The evidence of Mr. Dunphy (see Appendix No. 30) is that from the 1st to 20th May, 200 to 250 vessels took their bait in St. George's Bay.

In the meantime the Legislature passed the Washington Treaty Act assenting to a *modus vivendi* which permitted American vessels to purchase all the bait they required on the payment of a license fee of \$1.50 per ton. These vessels arrived in considerable numbers and the masters immediately began violating the Law, by carrying bait to St. Pierre. Our own fishermen were much aggrieved that Americans and Canadians should be permitted to sell bait whilst they were deprived of the privilege.

* NOTE.—A Bait Protection Bill, prohibiting the export of bait, was introduced into the Legislature in the Session of 1884, by the then Premier Sir W. V. Whiteway, it passed a second reading, but does not appear to have been carried any further.

Sub-Inspector SULLIVAN says: "Many of the American fishermen who had licenses to take bait violated the law by taking a larger quantity than they required for their own use, taking the surplus quantity to St. Pierre and there selling it. This conduct made the 'Bait Act' very unpopular among our own people, and I believe our people were thereby influenced to violate the law themselves."

He further says: "The steamers were unsuited for the Service the first year; the *Hercules* was very slow, in fact she was a cripple all the time, having a defective boiler. At one time there were four steamers on the Service; and one good steamer would have been as good as all four. They were all very slow boats. About the 10th May the *Glover* left for St. John's, with Judge Prowse, and I remained in charge of the Service, with the *Hercules* and *Favorite* only. These boats were almost useless, and I believe some violation of the law took place. The *Glover* was the smartest boat; and knowing she was off the Service, they had no fear of the other two. I had made no seizures up to that time, nor during the month of May. On the 1st June the *Hercules* broke down and was obliged to return to St. John's."

Mr. DUNPHY says that he left St. Pierre, on 14th April, bound for St. George's Bay. When he left, there were no fresh herrings coming in, but there had been a lot of bait brought there in the winter. His employer had enough salt bait on hand to supply twenty-two vessels for their first baiting. What, between salt herring, squids and other bait, most all the merchants had enough to supply their vessels for the first trip. He says: "The herrings they had bought in the winter proved no good, they got no fish on it, worthwhile; and they came into St. George's Bay, and threw the old bait overboard. The bait had been too long in salt, and it was too hard, the fish would not eat it. After fifteen days in salt, bait will be getting hard and bad for use. On 25th May we received a telegram from our employer at St. Pierre to come home, as there were plenty herrings selling at St. Pierre at 2 francs per barrel. There were three schooners fitted out as we were to haul bait at St. George's Bay. They would not sell bait for the price we were getting; they loaded up their schooners and came on to St. Pierre. When they got there they could not sell; there were plenty of fresh herrings coming in. When I arrived at St. Pierre, there was plenty bait arriving there every day; I believe, the most of it, from Fortune Bay. On the day I arrived, fresh herrings were selling at 8 francs per barrel. All the fresh bait from Newfoundland was bought. The small fishermen around the Island of St. Pierre suffered a good deal from want of bait; they were poor and not able to pay the high price for it."

From the foregoing facts, as well as the evidence of other witnesses, I have no doubt that the execution of the "Bait Act" in the month of May, 1888, was a failure; yet the French not having made sufficient previous arrangements, suffered great loss in time and money by having sent their vessels to St. George's Bay; and also in the quality of bait procured there. Mr. Dunphy says the French captains told him that the Bay St. George herring

were too fat to make good bait; they salt the bait lightly, and the oil runs out of the herring and turns them red, and they are thereby spoiled for bait.

Commander Robinson was in charge of the expedition from 26th May until 18th August, 1888. He left Placentia on 30th May in the *Glover*, which was the only serviceable vessel. Near St. Lawrence the *Glover* struck on a rock and had to return to St. John's. The Government then engaged the *Ingraham*, and on the 5th June she arrived at St. Lawrence. Commander Robinson says: "The *Ingraham* being an old U. S. gun-boat, was fitted for the Service, and faster than the *Glover*. On June 6th I landed Sergeant Oliphant and party at Little Laun, with a tent; and Constable Walsh and party at Pointe-aux-Gaul, with a boat. On 7th June, landed Constable Power and dory, in charge of Constable Mifflin, at Lamaline; proceeded to Lauries or Great Meadow, and landed Sergeant Cleary in the first gig. Arrived at Harbor Briton the same day, and ordered *Favorite* to St. John's at once, as unfitted for the Service. Crew mutinous, and boiler leaky. She was not utilized for the future. On 9th June I communicated with *Glover*, at St. Lawrence. She was in charge of Head Constable O'Reilly, and was sent to Harbor Briton to coal. She met us on the 12th June at Dantzic Cove, and cruised between that point and Lamaline. Both steamers continued cruising and boarding vessels as occasion required. Herrings struck out into deep water about 23rd June, and there was no caplin on the Shore that we knew of. Placed Constable Newhook and a man at Deadman's Cove. On 16th June landed Sergeant Smith and Constable Kent at Tites' Cove. On 18th June caplin struck into Little Laun in small quantities; thirty-two vessels at anchor, waiting for bait. On 19th June no caplin at John-the-Bay, Mortier or Tites' Cove; a little caplin struck into Lamaline this day. On June 20th St. Pierre was full of bankers, waiting for bait; many had sailed for St. George's Bay, and others were reported for the Northern Peninsula. On 20th June he seized the *Mary Ann*, Dollimont, master; he was tried and convicted before James Hippiisley, Esq., Stipendiary Magistrate. The vessel was confiscated and sold for \$500, and the master condemned to a fine of \$500, or three months imprisonment. Head Constable O'Reilly captured the *Kitty Clyde*, and took the case before G. Simms, Esq., Stipendiary Magistrate at Grand Bank, who fined the captain \$20, and released the vessel; the fine having being paid. No other case under the 'Bait Act,' was brought before the Stipendiary Magistrate at Grand Bank, as this case produced a very bad effect upon the people. He afterwards ascertained that the caplin had struck into Grand Beach, Bay L'Argent and other points, about 20th June; and were carried to St. Pierre in some quantities. On 1st July, St. Pierre was reported to be full of bankers, and no bait obtainable. He noticed seventeen French bankers sailing to the eastward. On 2nd July, he prosecuted at Harbor Briton, Philip Farrell, master of the schooner *Eliza*; John Collins, master of the boat *Mary Ann*; John Mullins, master of the schooner *Warrior*, and John Pitman, master of the schooner *Telegraph*. They were tried before Mr. Hubert, the Stipendiary Magistrate, were found guilty, and fined from \$300 to \$400 each; and

their vessels were confiscated, except the schooner *Telegraph*, John Pitman, master, who was found guilty and required to give recognizance to appear for judgment when called upon. On 9th July, he proceeded to St. Mary's Bay, and seized the French bankers, *La Virginie* and *L'Amazon*, and towed them to Placentia, where they were adjudicated on by the Magistrate. On 19th July he ordered the S. S. *Lady Glover* to proceed to St. John's, as her services were no longer required.

Mr. DUNDY says that he was employed by a French merchant in St. Pierre to take charge of his schooner, manned by a crew of Frenchmen for the purpose of hauling caplin to supply his employer's bankers and also for sale to other French bankers. He started from St. Pierre on 5th June and continued cruising around the shores of Miquelon and Langley, looking for caplin all the time till the 15th July. He caught only fifteen hogsheds of caplin during that time.

He says: "There were ninety French vessels about Miquelon waiting for bait and only five succeeded in getting baited for the Banks. After lying up till 15th July without any bait they were obliged to go on the Banks and jig squid." Of the vessels of the house that employed him, three or four got caplin on the northeast coast of the Island of Newfoundland, the rest had to go to the banks without any bait, and trust to getting squids there. Three parts of the French fleet lost one trip in caplin; they were laid up from a month to six weeks, and some vessels lost more time than that, for, after waiting in St. Pierre, they went to Ferrole, in the Gulf, and got no bait there, and were obliged to go on the Banks without it. There were some caplin smuggled into St. Pierre, and except the five vessels which he had mentioned as baiting at Miquelon, all the caplin was smuggled. This smuggled caplin was only a mere trifle to what they required. Caplin sold that summer for no less than forty francs per hhd.

Captain RICHARD O'NEIL, master of the banking schooner *Thrasher*, says that in 1888, about the first week in June, he was in conversation with a French banker on the banks who told him (O'Neil) that he had been seven or eight weeks getting his bait, and he had not then three quintals of fish. He had been at St. George's Bay, and that many others had been there in the like predicament. He says: "I am quite certain that St. George's Bay and Magdalen Islands will not replace the herrings formerly had from Fortune Bay. There would be great delay and loss of time in procuring caplin bait from White Bay or any part of the French Shore. The delay in getting bait from those places is a serious impediment to their fishery. Caplin are later striking in on that coast, and many years their vessels would be prevented by ice."

"I know one French banker who baited with caplin at Quirpon; he was delayed a long time, and did not arrive on the Banks until we were through our caplin bait and had begun squids."

Commander ROBINSON remarks: "With regard to the effect of the caplin protection carried out during 1888, on the Peninsula, embraced between Bay

L'Argent in Fortune Bay, and Bay de John in Placentia Bay, it may be said that although several vessels were seized in the act of taking caplin out of Fortune Bay, yet the service cannot be considered to have been effectively carried out owing to the limited land service which prevented me from landing a party at Grand Beach, one of the principal hauling places in that Bay. In the same way, the coast on the northern side of Placentia Bay was unprotected at John de Bay and Lance au Barque, which enabled American and Nova Scotian schooners besides our own vessels to take away considerable quantities of caplin; but the whole amount transported to St. Pierre was not in any way sufficient to supply their wants."

He continues: "It is reported that several vessels obtained bait for the French on the Cape St. Mary's Shore, but I believe that the seizure of the two French schooners had a salutary effect in preventing others from following their example."

The principal drawbacks in carrying out this service may be gathered under four heads: 1st, The difficulty of obtaining good information as to the probable route of bait carriers; 2nd, The detention necessitated by the vessels having to cross Fortune Bay to bring the offenders before the Court, and the long delays which took place during the trial of the prisoners; 3rd, The difficulty of obtaining precise information when and where the caplin struck in, and the long distances the vessels had to travel to reach the hauling ground; 4th, The serious effect produced on this service by the giving up of all the vessels but one, which had been seized and condemned owing to the faulty construction of the Act."

There can be little doubt that the speedy release of many of the prisoners led the bait smugglers to believe that the law would not be carried to its legitimate extent, and that the violation of this Act might be carried out without any serious risk of forfeiture or imprisonment, and there can be no doubt that unless the vessel can be lawfully confiscated, this Act will be of little force. I may also remark that, from 8th July to 20th July, the *Ingraham* was detained at Placentia during the trial of the French vessels, and consequently only one steamer was engaged on the whole coastline in protecting the caplin."

On 15th August Commander Robinson left the service, and Sub-Inspector Sullivan took charge and continued in charge until 12th March, 1889. During August, September, October and November they had all they could do to prevent the exportation of squids. The *Ingraham* broke down on 12th October; he then had to employ a sailing craft until 7th December, when the steamship *Greyhound* was engaged for him.

Mr. DUNN says: "When squid school began about 25th July, at St. Pierre, I was engaged at it, and there were plenty of squids for the whole season. While squids remain as plentiful as they have been the past few years, the French can get on without the aid of Newfoundland."

From this and much other evidence which I have received, I am satisfied that the Bait Protection Service, from July to the end of 1888, had no material influence on the supply of squid bait. The French got all they wanted, and could get all they wanted from their own waters. The cost of the service during that time was, consequently, a useless expenditure.

In 1886 the French catch of fish was about equal to 1,148,783 qtls. green fish. In 1888 their catch had declined to the equivalent of about 676,251 qtls. green fish. This is a decline of over fifty per cent. The returns of quantities caught by our own bankers show a slight decline, but nothing equal to the above."

Mr. Spuller, Minister of Foreign Affairs for France, in the Chamber of Deputies, on 20th January, 1890, says: "En 1889 la pêche de Terre-Neuve a employé 9,581 pêcheurs et 797 navires: c'est une augmentation sensible sur " les chiffres des années précédentes."

" En effet, voici la progression :

" En 1887, la pêche à Terre-Neuve avait occupé 693 navires et 7,158 hommes; en 1888, 836 navires et 8,949 hommes;" or

The Newfoundland fishery employed, in 1889, 9,581 fishermen, 797 vessels; which is a considerable increase over the figures of preceding years."

" The increase is as follows: In 1887, the fishery in Newfoundland occupied 693 vessels and 7,158 men; in 1888, 836 vessels and 8,949 men."

Now, if the above statement is correct (and we have no reason to doubt it), the French increased the number of their vessels 143 and their fishermen 1891, in 1888, over the previous year, and with this increase of vessels and men they caught 472,532 quintals less than in 1886. No stronger evidence could be had of the crushing effects of the " Bait Act " on their operations during that year.

I do not mean to assert that the French fishery was less profitable to them in 1888 than it was in 1886; on the contrary, owing to the short catch, the price of fish rose from 12 francs in 1886, to 28 francs in 1888 for dry fish; and from 6 francs in 1886, to 18 francs in 1888, for green fish; and the total value of their fisheries from \$1,276,421 (dollars) in 1886, to \$2,081,247 (dollars) in 1888. These figures indicate a much more profitable voyage to them in 1888 than in 1886; but, at the same time, they also indicate that they had no longer the enormous quantity of fish to force into our Mediterranean markets, in competition with our fish, at ruinously low prices.

1889—THE SECOND YEAR OF THE " BAIT ACT."

Sub-Inspector Sullivan was engaged in the autumn of 1888, and winter of 1889, cruising in Placentia and Fortune Bays. Up to February 2nd, he made six trips to Black River, Placentia Bay, and around Fortune Bay. He also had a schooner stationed at Bay-de-North. On 2nd February he went on board *S.S. Curlew*, and made seven trips in her into Placentia and Fortune Bays. On 12th or 13th March, he was relieved by Commander Robinson, and returned to

St. John's. There is no evidence before me that this winter's service was of the slightest use in preventing bait being carried to St. Pierre, for Commander Robinson, in his evidence, says that a number of vessels had loaded and taken salted herrings to St. Pierre. He gives the names of some of them, and quantities of herring, viz.: (1st), *Rushlight*, Farvacque, master, 1,500 barrels; (2nd), *Mary*, Pionen, master, 2,000 barrels; (3rd), *Robert D. Rose*, White, master, 1,200 barrels; (4th), *Ocean Star*, Marvine, master, 2,500 barrels; (5th), *W. D. Daisley*, Pins Macdonald, master, 1,800 barrels; making in all 9,000 barrels herrings exported to St. Pierre in these vessels in February and March. Three or four of these vessels were probably owned in St. Pierre, and the rest were American.

Sub-Inspector Sullivan returned to the service on 2nd May, in S.S. *Lady Glover*, and cruised, first, principally between Dantzic Point and Burin. He had boats and crews stationed at Tites' Cove, Little Lawn, Lord's Cove, Lamaline, Big Meadow and Grand Beach, in Fortune Bay. He says: "We found many violations of the law in 1889, and seized nine craft, taking them to Harbor Briton where all were convicted. There were much greater efforts to violate the law in 1889 than in 1888. From May till the Middle of July we boarded over 300 craft. Finding they were using very ingenious means to secrete the bait, it was necessary to board and thoroughly search all; in some cases we were not able to catch them, they being too fast for us. There was a scarcity of caplin on the coast, but not so scarce as the year before. About Lamaline they were plentiful, and from thence to Point Creux, at the chief hauling places, they were very scarce. They were very plentiful about Cape St. Mary's and the Cape Shore, and I believe that considerable quantities were smuggled to St. Pierre, and also to the St. Pierre Banks from those localities." In his opinion there were more herrings and caplin taken to St. Pierre than the previous season.

He says: "The craft that we had seized the previous year had been all returned, and the dread of forfeiture being removed they were much bolder in violating the law; the dread of confiscation would have the greatest restraint, and that being removed, and the high prices offered for bait, in some cases, 50 francs per hhd. for caplin, accounts for the great number of violations."

During the months of March and April, Commander Robinson was actively engaged in S. S. *Fiona*, in landing shore crews and visiting stations, from the head of Fortune Bay to Hermitage Bay, and to the head of Placentia Bay. He had Sergeant Cleary and a party landed at Rencontre, Fortune Bay: schooner *Percy Roy*, Constable Walsh in charge; Constable Aspell and crew at Round Harbor; Sergeant O'Brien and Constable Hogan at Placentia; Constable Andrews at Pool's Cove in Bay-de-North; and in Connaigre Bay a party landed at Dawson's Cove. Constable Forward in Harbor Buffett; the mate of the *Fiona*, Mr. Lewis, and party at Cinque Iles. On the 19th March he seized the *Blue Field*, a Nova Scotian schooner, and towed her to Harbor

Briton; the charge was dismissed. On March 29th, forbade the *Eddy*, a schooner from Prince Edward Island, to load herrings in bulk. He continued boarding vessels every day; and on 19th April, got information that the *modus vivendi* had been continued. On 22nd April, he seized the *H. S. Cluett*, Albert Cluett, master, and towed her to Harbor Briton; he was fined \$300, or three months' imprisonment. Caleb Tulk was fined \$30, or two weeks' imprisonment, and the vessel was let go free. On 26th, he seized the *Mary Bridget*, John Smith, master, sent her to Harbor Briton; he was fined \$300, or three months' imprisonment. On 11th May he sent the *Four Sisters*, the *Fisherman's Friend*, the *Marcella Theresa*, the *Morning Star* and *Water Lily*, all to Harbor Briton. Richard West was fined \$400.00, or seventy days' imprisonment; William Banfield, \$400.00, or seventy days' imprisonment. The masters of the other vessels were discharged. There was an order from the Attorney General that all vessels were to be liberated. On 18th May, he seized the *Violet*, John Day, master, and the *French Fisher*, and towed them to Harbor Briton; they were both condemned. On May 20th Patrick Farrell was fined \$1,000 or five months' imprisonment; Wesley Lake, fined \$1,000 or five months'; the crew, \$40 each, or thirty days' imprisonment. Thomas Grandy, \$500 or three months; William Grandy, \$40, or thirty days'. On the 22nd, he arrested Albert Cluett and took him to Harbor Briton; he was fined \$650, or one hundred and ten days' imprisonment, for baiting the *French Fisher* with about 400 barrels of herring, contrary to law. On May 26th, he visited Connoir Bay, west of Cape LaHune, and found that four vessels had taken herring there. On May 28th, he received a copy of the new 'Act.' The last week in May and the first week in June, he shifted his Shore crews to the different caplin-hauling Coves, on the peninsula between Grand Bank and John-de-Bay. On 19th June, he seized David Hipditch, with a boat load of caplin, which he threw overboard; John Hillier took him to Lamaline; and seized the *Happy Return* and threw her caplin overboard. At Burin, John Hillier was fined \$400, or three months' imprisonment. He was continually cruising and searching vessels, until 18th July, when he took up his shore crews, as the caplin season had concluded. It was short and broken all over the Peninsula, between Mortier Bay and Grand Bank. He thinks the French obtained very small quantities of caplin, and the lots were practically useless, excepting for the Shore fishery. This may be the case on the Peninsula referred to, but there is much evidence to show that large quantities were taken in St. Mary's Bay, at Cape St. Mary's, and on the Cape Shore: at none of these places was there any stationary coast-guard, or continuous protective service; they were visited two or three times during caplin-school for a short time by the steamer.

Commander Robinson reports that squid struck into Burin on 26th July, they were plentiful there and also at Tites' Cove. He continued cruising, day after day, boarding vessels; found that they had all simply a baiting of squids, bound for St. Pierre, so that he was unable to interfere; squids were very abundant at John-de-Bay and East Broad Cove. On 12th August, about Green

Island, he was boarding vessels all day. They were going to St. Pierre with squid baitings in small quantities, he could not interfere with them. On 13th August he seized the *Annie*, Richard Dollimont, master, and the *Belle*, John Smith, master; sent them to Harbor Briton. He was detained at Harbor Briton two days, counting squids, and proving the case before the Magistrate, the parties were convicted and fined \$30, or thirty days' imprisonment. On 21st August, at Burin, he found the *Vidette*, of Gloucester, with 120,000 squids on board; the master said that he could not sell them in St. Pierre. Commander Robinson could not ascertain, with certainty, where they were obtained; the master said he obtained them at Cape Breton. On 29th August he boarded vessels outside St. Pierre and seized the *Bonaventure*, with 4,000 squids on board; the *Anna Louisa*, and the *Speedwell*, and sent them to Burin. The cases were tried there, two of these vessels had taken their squid beyond the territorial waters of the Colony, and were therefore discharged. The *Bonaventure* took her bait on the Mortier Bank; the master was fined \$30, or thirty days' imprisonment. On September 8th he seized three boats with small quantities of squids on board; the persons on board were fined \$10, \$20 and \$30 each, or the same number of days' imprisonment. He continued cruising until the end of September, but made no other seizures, and arrived at St. John's on 29th September, having finished the service for the year.

During this season, Commander Robinson was most favourably placed for carrying out the Bait Act. He was in command in the S. S. *Fiona*, a vessel which, in his opinion, was admirably adapted for the service. He appears to have kept her continually going, and during this season she steamed over 9,000 miles. She does not appear to have been delayed on account of engines or boilers, more than six or eight days for the whole season. She was able to overtake every vessel she went in chase of; and from the evidence of Commander Robinson, Captain Hiscock and others, no more suitable vessel could be had for the service.

There were two special difficulties with which he had to contend: one was the imperfection of the 'Bait Act.' Commander Robinson reports that the Act was so imperfect that nearly all the vessels seized were liberated and returned to their owners. The other special difficulty was occasioned by the licenses granted to American vessels, under the *modus vivendi*. There was no limitation in the licenses with regard to the quantity of bait that might be taken by these vessels, consequently they took much larger quantities than they needed, and sold them at St. Pierre. Apart from these drawbacks, unquestionably Commander Robinson and Sub-Inspector Sullivan were in a much better position for enforcing the law than they had been the previous year. They were furnished with better ships and more shore crews, and, above all, with the experience gained during the previous year. Commander Robinson very frankly states that none of them knew anything of the business the previous year, consequently mistakes were made. Notwithstanding all these advantages the Service does not appear to have been very successfully carried out.

The evidence of Mr. Dunphy, who was living at St. Pierre, is, that in the fall of 1888, the French salted up large quantities of squid, they also purchased quantities of salted herrings from Placentia and Fortune Bays; and with these they baited for their first trip. They succeeded poorly on their first trip with this baiting; they accounted salted squids better bait in the spring for Banquero, but not for the Grand Bank. He says: "A good deal of caplin was smuggled from Cape St. Mary's to St. Pierre; 30 francs per hoghead was paid for it. There was no guard at Cape St. Mary's to prevent smuggling, except that the steamer came along a couple times during caplin school."

The evidence of Mr. Michael McEvoy, who was a clerk in the employ of Frecker, Steer & Co., St. Pierre, and had an opportunity of seeing the working of the 'Bait Act,' is: "Last year I observed that large quantities of bait were brought there, chiefly from Fortune Bay; the average price about \$2 50 per brl. Herrings were sometimes as low as one franc per brl., and could not be sold at all." He knows of one cargo of an American vessel having been thrown away, she could get no sale for them; she brought them from Magdalen Islands. "Caplin were scarce last year; squids were abundant; the French laid in large stocks of them last fall, at an average price of 1 3-4 francs per hundred; they salted them away for this year's fishing. Last year's fishery was considered fair with the French, as compared with that of our Newfoundland bankers. The French did rather better than our Newfoundland bankers; to all appearances, they had plenty of bait, and no delay in getting it. Some used the squid they had stored up in the autumn; they say they find them better than salt herring. About one-third of the fleet went on the banks and fished with sardine bait, brought from France; it was not good bait, but they used it for a short time, until they got periwinkles. Nearly all the vessels had traps for catching periwinkles, and obtained sufficient for bait. The opinion among French fishermen is that catching periwinkles will injure the Bank fishery. The 'Bait Act' has reduced the trade with Newfoundland, at least two-thirds with the St. Pierre shop-keepers; the shop-keeping classes have been injured much more than the banking merchants; the money paid for bait now is not spent in St. Pierre, as it formerly was, before the passing of the 'Bait Act.' The operation of the 'Bait Act' has been most injurious to the people of Fortune Bay; but I do not think the French fishery has been in the least injured by it."

Mr. THOMAS FARRELL says: "I have every reason to believe that the 'Bait Act' was never thoroughly carried out, in the first and second years of its operation. Many who were taken for violation were permitted to go free, and this was a bad example to others, and made it more difficult to carry out the law."

Mr. JOHN EVANS says: "During the past three years the 'Bait Act' has not prevented the French getting bait; those who choose to risk it have been able to run bait into St. Pierre. The American bankers and our Newfoundland bankers have run bait to St. Pierre every year since the Act was passed. There has been no sort of fair play, the American bankers have been allowed to take

what bait they liked. I have seen them taking over 200 barrels on board, and I have seen them take fifteen dory loads, and twelve barrels have been measured out of a dory scores of times. The American vessels have taken generally from 150 to 180 barrels, and many of the Newfoundland bankers have done the same. These bankers have carried ten times as many herrings into St. Pierre as the Fortune Bay people. There have been large quantities of bait brought from the Magdalen Islands and Anticosti. By the 'Bait Act,' the French have been taught many ways of getting bait, and I think the bait trade will never be the same as it was."

Mr. JAMES YOUNG says: "I do not think the 'Bait Act' has prevented the French getting bait. I, myself, brought in the Spring of 1889, five hundred barrels of salted herrings from the Magdalen Islands to St. Pierre, but was obliged to throw them overboard; and my brother's son did the same with a like quantity, bait was so abundant. I am positive, from my knowledge of the business, that the Newfoundland Government can never prevent the French getting bait."

PHILIP HUBERT, Esq., Stipendiary Magistrate at Harbor Briton, Fortune Bay, says: "He has been more or less connected with the 'Bait Act' since its inception. The first year he was on board the *Greyhound*, for a short time, assisting in carrying out the Act. There were four steamers employed at the time, viz: *Greyhound*, *Hercules*, *Glover* and *Favorite*. Judge Prowse had charge, and none of the steamers were suitable for the work, they were too slow. Bait was carried to St. Pierre (notwithstanding the steamers) in sufficient quantities, with what was brought from Magdalen Islands, to supply the French, as he learned afterwards. It was carried in small quantities by our own vessels, and in larger quantities by Americans. For the first few days herrings were not carried to St. Pierre as plentifully as the French expected, and quite a large fleet left for St. George's Bay. The service was badly performed in the spring of 1888, mainly because Judge Prowse left for St. John's, leaving only Sub-Inspector Sullivan in charge. The steamers were so slow they could not catch vessels, and consequently there were large quantities of herrings carried to St. Pierre. In the second year, 1889, the *Fiona* was here, in charge of Commander Robinson, he did his duty, and she did her work pretty well. He seized quite a number of our Bay boats. During this time Mr. Hubert has reason to believe that Americans were carrying bait to St. Pierre in large quantities, they were not interfered with, none of them were captured, as the 'Bait Act' was imperfect; and it is doubtful whether there is any authority to make seizures under the Act. There were about thirty men and twelve vessels brought before him for violation of the law during the first year. He did his best to further the work, and has been in the Court House as late as twelve o'clock at night hearing a case. On the whole, he thinks the second year's operations were a failure also. During the months of May and June there was almost continuous fog which added to the difficulties of Commander Robinson and made it impossible for him to prevent bait being carried to St. Pierre; the

steamer could not be everywhere, and the fishermen kept a reckoning of where she would be, they seemed to be willing to run the risk of being caught. This class was engaged in carrying bait, perhaps not a large number, but they carried large quantities of herring. There was another class who carried bait under pretense of going fishing, and almost every American and Canadian took more bait than they required, and sold the surplus at St. Pierre. This they did during the operation of the 'Bait Act,' for three years. I believe this statement to be true. I have had every opportunity of making enquiry and informing myself on the subject, and I have done so."

GEORGE HISCOCK, master of *S. S. Fiona*, says: "They were all the time cruising, except when in harbor for coals or delayed by gales of wind, the weather three parts of the time was very foggy, and he does not think it possible for a steamer at sea, during this foggy weather, to prevent bait smuggling. They overhauled a great number of craft during the season, and seized fourteen, there were many having small quantities of bait on board which they did not seize. He thinks the service could be effectually carried out with five steamers of about 50 tons each, staunch and fast, to be kept cruising in the heads of the Bays. We prevented the taking of herring by a great many, but no doubt many escaped us in the thick fog. There was no guard stationed on shore at Cape St. Mary's; there were some caplin smuggled from there to St. Pierre, but I think not so much as was reported. To stop it completely would require a boat in every cove. The granting of licenses to Americans made the carrying out of the law more difficult. I think the caplin protection can be effectually carried out; but nothing that we can do will prevent the French from getting squids. When they are on the coast, they are to be had almost everywhere. We saw boats jigging them nine miles off the coast. I think that the expenditure for the protection of squid is a waste of money." In his view the law was not equally administered. Some poor men were imprisoned; but one man named Cluett, who had a large quantity of herrings on board, appealed to the Supreme Court, and nothing more was done in his case. This created a bad feeling among the people, the poorer man being obliged to serve out his imprisonment. To be effectual, the law should be carried out to the letter, and the boats should be confiscated, as well as the men imprisoned.

Mr. EDWARD SINNOTT says: "I have had an opportunity of observing the operation of the 'Bait Act' since it was passed; it has not been effectively enforced. The colony has not the means of effectively carrying it out, without an enormous outlay. The French have great bait resources outside of Placentia and Fortune Bays, over which we have no control. They get full supply of squid and caplin from their own ground at St. Pierre and Miquelon. When the 'Bait Act' was first passed I was favorable to it, and hoped it would confer a great benefit on the country; but the experience of the past three years has shown me that our people have been deprived of a means of living, while foreigners have gone into the trade and made money by it, in violation of our laws and free from punishment, whilst in many instances our own people have

been punished, and the French have obtained all the bait they wanted, in spite of all we could do to prevent them."

Mr. WILLIAM KELLY, of St. John's, tidewaiter, says: "In 1888, Tulk, of Fortune, did a large business in the schooner *George C. Tulk*, smuggling bait to St. Pierre. He smuggled caplin from John-de-Bay and made from £1,300 to £1,400. A great number of the smaller craft were engaged in smuggling bait to St. Pierre, and a good many bankers, too, would take more bait than they required, and sell the surplus." He believes that the 'Bait Act' might be effectively enforced with steamers, and there would have been no difficulty in carrying it out if the Americans and Canadians were not allowed to come in and take bait under the *modus vivendi*; they violated the law, and took more than they required. He knows that there were Grand Bank schooners which carried large quantities of caplin from Trout River, at the entrance of Bonne Bay, to St. Pierre. There were also large quantities taken from Peter's River, Holyrood, Golden Bay and Cape St. Mary's. It would require a number of men stationed at these hauling-places to prevent caplin being taken. The first year Fortune Bay was strictly watched; Hermitage Bay was lost sight of, and large quantities of herring were smuggled from there to St. Pierre. The French prefer salt squid to herring for bait, in the Spring of the year. He was talking to a French agent at St. Pierre, who told him that they had 400,000 salted squid laid in. They appear to have had plenty squids since the 'Bait Act' came in force. In 1888, he knows that the French bankers were harassed for bait, and lost a great deal of time in procuring it, and in some instances paid very high prices for it. He thinks, from all he has seen, in carrying out the 'Bait Act,' it would be much better to allow the French to come in on our shores, pay licenses and take the bait on our coast; it would do away with a great deal of smuggling, and prevent the expense of steamers. In 1888, there was a great deal of smuggling of bait, he counted about twenty vessels himself in St. Pierre, selling bait to the French. "There were four steamers employed, neither of them any good. Sub-Inspector Sullivan and Head Constable O'Reilly did as much as they could with the means placed at their disposal. With three fast steamers seventy-five per cent. of the bait smuggling might be prevented, that is, if Americans and Canadians were prohibited from coming there, we could then manage our own people. The enforcement of the 'Bait Act,' under the present system, will certainly be an injury to the people of St. George's Bay; and, under no circumstances, should the French be allowed to get their bait as they formerly did; our people were never half paid for the bait they brought there; there were too many people engaged in carrying it, and immense quantities were thrown overboard, which was a ruinous waste of bait fishes."

The returns furnished from the Customs' Department, of the quantity of fish caught on the banks by our own bankers in 1887, 1888 and 1889, do not at all correspond with the returns furnished by our leading banking merchants; and, Mr. Noonan, the Collector of Customs, informs me that they are not reli-

able. I have therefore taken an average of the merchants' and Customs' returns, and I find there was a falling off in the quantity of fish caught between 1887 and 1889, of thirty per cent., and a falling off of twenty-five per cent. between 1888 and 1889. The merchants' returns show a falling off in the Bank fishery between 1887 and 1889, of nearly forty per cent., and a falling off of thirty per cent. between 1888 and 1889.

M. SPULLER, the French Minister of Foreign Affairs, states that the number of vessels employed in the French fishing fleet, in 1889, was 797, as against 836 in 1888; 39 vessels less or a reduction of about 5 per cent. The Consular Report from Bordeaux gives the total import in 1889 at 22,442,000 kilogs; these figures show an increase of 300,000 kilogs over the previous year, equal to about 6,000 quintals, or between 1 and 2 per cent., with a decrease of 5 per cent. in the number of vessels employed. This indicates an increase in their catch of about 6 per cent. over the catch of 1888, while the returns of our Newfoundland bankers show a decrease in catch of 25 per cent.*

From all the evidence before me, it appears that the Bait Act was most inefficiently enforced during the season of 1889; all that part of the coast on the southside of Placentia Bay to Cape St. Mary's, and thence around St. Mary's Bay—where caplin were most abundant—was left unguarded, consequently large quantities of caplin were smuggled therefrom to St. Pierre and the Bait Protection Service did not have the effect which it ought to have had in reducing the French fishery.

OPERATION OF BAIT ACT IN 1890.

In the course of this enquiry, in the winter of 1890, there was a general concurrence of opinion that changes might be made in the mode of carrying out this Act, which would make the service much more efficient than it had been in the past. As Commander Robinson had been in command of the service for the past two years, and had given it much intelligent consideration, I put several questions to him in order to elicit his views on the subject, and to which he gave answer in writing, which evidence will be found in the Appendix. In reply to my enquiry as to the most efficient method of preventing herring bait being exported in future, and if it can be effectually stopped, and at a moderate cost, he replies, that "a combination of land parties and steamers will stop it sufficiently for the purpose of this Act. For Fortune Bay," he says, "two fast steamers, two schooners and eleven land parties will be required to hold this Bay for the season; that is to say in April and May, so that the expense incurred would not extend over sixty days; when the extra steamer, the schooners and their expenses would be closed, the other steamer and the land parties would be required for the caplin. In Bay D'Espoir, at Raymond's Point, a dory and three men should be placed to guard Little Passage and Harbor LeGallais, and the schooner should cruise in the mouth of the bay looking

* French official returns, since received, show a decrease in the catch of fish in 1889.

into Gobled, Grand Cuiller, Manuels, Bonne Bay and Dragon. In Connaigre, a schooner should divide her attention between the Pocket and Great Beach, Herring Cove and Partridge Cove. At Miller's Passage, Bay d'Leau, there should be a dory and two men, with an officer holding a dual authority as Bait Commissioner and Tidewaiter, as a certain French schooner is in constant communication with this place, and *occasionally* pays duties at Harbor Briton, which may or may not be sufficient. A dory and crew of three should be stationed at English Harbor west, to work both Mose Ambrose and Boxey, and occasionally looking into Blue Pinion. At St. Jacques a magistrate should be placed; this is obviously a necessity, if the service is to have speedy legal satisfaction, which is of the greatest importance. The delays in Harbor Briton in 1889, and the long distances to reach there, had a very detrimental effect on the service. A dory and three men should be placed at Corbin, Cinque Iles, Bay de North Brook Parsons' Cove, Bay d'East, Doctor's Cove, Belle Bay; a four-oared boat at Rencontre; a dory and three men at Anderson's Cove, Long Harbor, and at Bay L'Argent. Circumstances may require some of these parties to be shifted, as in the past year; they should be constantly visited by the steamer. The steamer should only pass to the westward of Boxey once in a fortnight, to visit Connaigre and D'Espoir, and then her place should be taken by the small steamer, working from Long Harbor round the bay to Cinque Cerfs, and occasionally looking into Grand Beach.

With this force for this year, it will be found that the exportation of herring will be practically closed.

The principal difficulty lies in obtaining suitable persons to take charge of each party. With regard to the second steamer to be employed in Fortune Bay, he advises the hiring of the *Jennie Foot*—a small iron lobster boat, built by Angel, of St. John's, and owned in Grand Bank—40 horse-power, and capable of steaming seven or eight knots. She should be had for, from \$20 to \$25 a-day. He says: "This I think a scheme of protection that will not be excessive in cost for two months only, and will determine the value of the Bait Act."

"There will be three or four journeys outside Boxey Point in the season, and no more; no cruising in the mouth of the Bay; no interference by fog. Watching and following vessels between English Harbor West and Rencontre will be her work; preventing them from obtaining a second baiting, or returning to bait, a few days after they have left, an occurrence that has been noticed. It may appear to some that the precautionary measures taken in this bay are excessive; but such is not the case. The effects of last year's judgments and releases are not forgotten. The vessels resumed their traffic under new masters as soon as they were let go, with only a few hours' detention. Practically, the service was rendered valueless by the decisions; and eventually the judgments were simply non-deterrent. The detention of the masters in no way affected the position of the owner; it did not delay the traffic many hours. Such legal restrictions are valueless in a case like this—the vessel need not be confiscated

or sold, but she should not be permitted to act again in the same capacity that year; she should be detained. This would minimize the number to be looked after very soon.

"Placentia Bay is a long indraught, and the herrings and bait are usually confined to particular localities. One schooner and three land parties would be sufficient, unless the herring struck into Taylor's Bay, Lawn and St. Lawrence—as they did in 1888—when a steamer and three more land parties would be required.

"For protection during the caplin school, there should be land crews: a dory and three men at Grand Beach, at Lawries, at Lamaline, Little St. Lawrence, Little Laun, Point-aux-Gauls, Taylor's Bay, Lord's Cove, Round-about or Little Laun, Tites' Cove, John-de-Bay, and Burin, if possible. The schooner from Placentia Bay should now be shifted to Cape St. Mary's and cruise about Lear's Cove, Golden Bay, Lance Cove and Branch. There should be a dory and three men at Branch and the same at Golden Bay, and a dory and three men at Portugal Cove, Trepassey Bay."

The Government decided to change the system on which this service should be executed in the season of 1890. They authorized the issue of licenses to all vessels—French, American and Canadian—at a charge of \$1 per ton; permitting them to purchase one barrel of herring for each ton of the vessel, not oftener than once in three weeks. The scheme of protection, with some alterations, was submitted to the Government, and adopted by them as the mode of operation for the season 1890.

James McGrath, Esqr., and Sub-Inspector Sullivan were appointed Commissioners, for the purpose of carrying out this scheme under the new 'Bait Act,' which was then proclaimed. James Hippisley, Esq., was appointed Stipendiary Magistrate on board the S. S. *Fiona*, and Richard McGrath, Esq., was appointed Stipendiary Magistrate on board S. S. *Hercules*.

Commissioner McGrath left St. John's, in the *Fiona*, on 9th April, equipped with dories, camp-gear, and men for nineteen stations, and also with licenses and proclamations. He placed the men at the stations indicated in the scheme above, and on 11th April found the schooner, *Rapid Transit*, White master, at Rencontre, with a large quantity of herrings on board, contrary to the provisions of the 'Bait Act.' He summoned him before the Magistrate, Mr. Hippisley, who convicted him and confiscated his herrings. He found that thirteen cargoes of herrings had been taken to St. Pierre, the week previous to his arrival. He made St. Jacques the head-quarters for his men, one of whom was to be placed on board an American or Canadian vessel, according as she took out a license. The duty of this officer was to go on board the vessel, proceed to the baiting place, tally the proper quantity of herrings on board, cancel the license and return to St. Jacques, if possible, in the same vessel. The object of this regulation was, that an officer should be on board all the time a vessel was in the Bay, and thus prevent her getting any more herrings than were specified in her license. He says, "I made arrangements with Mr. Clinton to swear in additional men,

if required in my absence, which he did, in a few cases; but, I have reason to believe it did not work satisfactorily, and that a collusion sometimes took place. I know of no more perfect way of carrying out that service, provided the men employed were honest and respected the obligations of their oath. I have reason to believe that some of these men were tampered with, in the way of liquor and other considerations. After the first fleet of vessels had been baited I learnt that many Americans and Canadians had gone to St. Pierre, and there sold herrings. These vessels had herrings for sale, because they were entitled to one barrel per ton, under their licenses; and a vessel of 100 tons and over, would not require more than eighty barrels. They would require about ten barrels of bait for each dory. Under this arrangement, these vessels would have a surplus of bait which they would legitimately have obtained. The report of these vessels arriving at St. Pierre with bait, had a great influence on the people of Fortune Bay, and induced them to try and evade the law. This they did in a manner almost impossible to prevent, as they obtained fishing licenses from the Customs' Officer and Magistrate, authorizing them to take one barrel per ton; and these herrings they, no doubt, in many instances smuggled into St. Pierre. These American vessels and our coast fishermen carried such quantities of herrings to St. Pierre, that, together with the squids preserved in store from the previous autumn, their fleet for their first baiting was not compelled to come in on the shore. Up to the first week in May the French vessels appear to have had sufficient bait; after that, about nine, in all, came into Fortune Bay and procured licenses. I think a good many more would have come in had it not been for herrings brought from Magdalen Islands; as when I visited St. Pierre, about the middle of May, there were whole cargoes afloat, for which there was no sale. I visited every station, twice a week, in Fortune Bay, cruised very often as far as Green Island, boarded a large number of vessels, amongst them some Americans and Canadians; they, in many instances, had more barrels of herring per ton, than an ordinary barrel would contain. I did not interfere with them because the 'Weights and Measures Act' fixes the quantity of fresh herring at 32 gallons per barrel, and this certainly gave them one-third more than the quantity contemplated by the license. On the 1st May I boarded the American schooner, *Howard Holbrook*, and found that she was nearly full of herrings. I took her to Harbor Briton and lodged information against the captain, who was tried and convicted, and the vessel confiscated. The herrings were measured, found 229 barrels, when she should have had only 92 barrels. I seized about eleven vessels for violation of the Act during the herring school; the masters were all convicted and went to prison, with two exceptions—Pike, who paid the fine, and Cluett, who appealed. The greater number of these, I believe, were driven to violate the Act, by reason of poverty; in several instances we were obliged to help the families of those convicted. The first fortnight we were in Fortune Bay, during the greater portion of the time there was dense fog, and I believe a great many persons escaped our observation and carried bait to St. Pierre. The French had large quantities of

squid bait on hand from the fall before, and I am aware that they would as soon have salt squids as the herring they get in the spring of the year. I have been in conversation with Newfoundland bankers, who informed me that they used salted squid to good advantage, when their fresh bait had become old, and they would rather have it than salted herring. The French, last spring, were largely supplied with squid, and consequently they did not require large quantities of herring. In one instance which came under my personal observation, a French banker did not take the quantity of herrings which he was entitled to under his license, he would not pay \$1 per barrel for herrings, as he believed the squid he had on board to be better bait. They were somewhat delayed in getting bait by the Protection force, and paid much higher prices for it at St. Pierre than it would cost them if they came on the coast for it. After the herring bait fishery was over I placed the shore crews at all the places indicated by Commander Robinson; the men were so placed that there could be very little smuggling of caplin on that shore. The caplin struck in so abundantly at Miquelon and Langley that they had no need of any from our shore, and our fishermen were permitted by the French to take caplin from Miquelon and bring them to St. Pierre. They did so, as the place was more convenient than our coast. I had a man whom I sent to see what was going on at St. Pierre and Miquelon, he was on board an English schooner which made three trips to Miquelon for caplin. I feel certain the French had an abundant supply of caplin without depending on the Newfoundland coast. After a year's experience, I do not think it possible to keep the French without bait, the Revenue of the Colony is not enough to completely enforce the law, and there are too many places outside the South-west Coast of Newfoundland, from whence they can procure bait. They can obtain ample bait without the Newfoundland supply, with the squids they can jig in the fall of the year, and save for the next spring's first baiting; Magdalen Islands and Cape Breton, for their second baiting; and Langley and Miquelon for their first baiting with caplin, and the latter part of the season with squid and periwinkles caught on the Banks. The enforcement of the 'Bait Act' has been the means of impoverishing the greater part of the people in the districts of Burin and Fortune Bay.

"The first year the French were particularly affected by the Bait Act, and their fishery decreased for the want of sufficient bait. Since then they have made arrangements which have secured them ample supplies of bait, and we have taught them that they can do without us. Their short fishery the past two years is to be attributed to the same cause as our own short fishery. The French are experienced fishermen and know the best localities on the Banks. They fish continuously without any loss of time, and although they may not catch so much fish on salt bait as our fishermen do on fresh bait, still in the end they secure a better voyage."

Captain HISCOCK, of S.S. *Fiona*, says: "The steamer for the first part of the season was kept constantly going. There was very little stop night or day. We boarded a great many craft in the Bay, we also boarded a number of Am-

erican vessels going in the Bay and put an officer on board. We only boarded one American, that I can remember, coming out after she had got her bait. We boarded some Newfoundland bankers coming out of the Bay, but not all. The principal craft we boarded were the small ones, supposed to be going fishing on the near banks. We seized one American schooner with bait on board; the master was tried before the magistrate, Mr. Hippisley. We did not board any American or Canadian schooners coming out of the Bay after that. It was constantly reported that they were selling bait at St. Pierre; we did not hear so much about our own bankers until since we have been off that service. I have heard since that large quantities of herrings were carried to St. Pierre. After two years experience of this service, I do not think it possible to prevent the French from getting bait. The shore crews proved a failure. The bait went to St. Pierre and they made no captures. I cannot suggest any other arrangement that would be an improvement on the plan already adopted. The *Fiona* has done a great deal of work this year, and I still look on her as a staunch and good boat—as good as the day we got her. She made good speed, sometimes eleven knots under steam. In my opinion, no matter what person is put in charge of the Protective Service, he cannot do the duty satisfactorily or prevent the French from getting bait. The service has been an enormous expense to the colony and I cannot see what good it has done."

JAMES HIPPISELEY, Esq., stipendiary magistrate, says: "There were twenty-two cases of violation of the Bait Act brought before me by Commissioner McGrath, and three cases by Sub-inspector Sullivan. The *Fiona* was cruising continuously from the time we entered Fortune Bay till 1st July, when the *Ingraham* took her place. The only time lost was in rough weather, some three or four days, and the time necessary for coaling. There were a number of Newfoundland bankers and others boarded coming out of the Bay. There is no question that a great many vessels escaped during foggy weather. The *Fiona* kept up constant communication with the Coast guard, stationed at twenty different places. These coast-guards were sufficiently near together to prevent hauling herrings if they chose to exert themselves and do their duty. I think the system of granting licenses and letting vessels come in to take bait, under the supervision of a coast-guard, was the best plan that could be adopted, provided the men did their duty. I do not think it possible to prevent the French from getting bait, if the Americans and Canadians are permitted to obtain bait on our coast, especially if they do so with free licenses."

Both French and Americans expressed themselves to him that they would be willing to pay a reasonable license fee, provided it was levied only once a year, and they were permitted to purchase what bait they required. He thinks a license system would be better than allowing our fishermen to carry bait to St. Pierre. It would avoid the great waste of bait fishes which formerly took place, and in a certain measure prevent smuggling and would insure a more uniform price for bait. He has had experience for two years in the carrying out of the Bait Act, and in his opinion it has not prevented the French from

getting bait to any extent. They have been able to get bait from other sources, Nova Scotia and Magdalen Islands.

The Americans and Canadians in the past have been evading the law, and smuggling large quantities of bait to St. Pierre, and they will do so in the future if there is any loophole left for them; and he thinks that enforcing the Bait Act, under any system, will be very difficult.

Mr. DENIS BURKE says: "The last year the French have been very little crippled. I have been to St. Pierre upon several occasions the past three years, and on every occasion the French have had plenty bait. They have been supplied with bait by American bankers, and Newfoundland and Nova Scotian bankers, and from Magdalen Islands and Bay St. George. So abundant were herrings in St. Pierre last spring, the first week in May, that half a cargo from Magdalen Islands, which could not be sold in St. Pierre, was brought into Fortune Bay and stored for lobster bait. The Island of St. Pierre and the ledges around it are the finest places around the Island of Newfoundland for jigging squids. There is nothing that the Newfoundland Government can do which will prevent the French from getting bait for their last fishery. Caplin were plentiful at St. Pierre, Miquelon and Langley this past year; they had always been plentiful at these places until 1888 and 1889, when they were scarce. They were very scarce in Fortune Bay; in fact there were none these two years; they were plentiful all along the coast the past summer.

The French were more cramped for bait the first year than they have been since. There has been a falling off in the French bank fishery, but not so much as in our own. I do not believe that the Bait Act has had any material influence in reducing the French bank fishery. The shop-keeping classes of St. Pierre have lost something by the loss of the bait trade. I do not think the French could be induced to come to the coast for bait; they find they can get their bait elsewhere, and they have become pig-headed and ugly about it.

The best law we ever had was when no seines were allowed to be used from first March till eighteenth April, and after that free trade. I would like to see the country go back to the same law again. I think that the people of Fortune Bay have lost quite enough by this unsuccessful experiment; many who were well off before are now reduced to beggary, and, no matter how good the intention of the Bait Act was, it has not succeeded in the object intended by its promoters. There is an abundance of herrings enough to supply French, Americans, Canadians, and ourselves; they are growing more plentiful every year."

Mr. RICHARD MARSHALL says: "Since the Bait Act has been put in operation, it has not been efficiently carried out—nor do I think it can be; there are too many loopholes. For the two past seasons, the Americans have carried large quantities of bait to St. Pierre. I do not know how they managed to obtain such large quantities of bait, unless it was the fault of the officers. From this year's experience I think that, unless the people help the Government, we shall never prevent the carrying of bait to St. Pierre. The people

are, one and all, opposed to the Bait Act. Four steamers would not prevent bait from being carried. Our own bankers have taken bait to St. Pierre, also; many of them fitted out early, under the pretence of going to the Banks, and have carried their bait to St. Pierre. They would be gone four or five days, and then back for another stock of bait. I think all the money spent on the Bait Protection Service has been money wasted. The French have got all the bait they wanted. They have not killed so much fish this year, owing to the scarcity of fish on the Banks; our own bankers have found it scarce, and have not done so well as the Frenchmen. I think that the French and Americans would be content to pay one dollar per ton, per year, license fee; and if it could be done, all foreigners should be compelled to come in and buy their bait, if they wanted it. The general opinion is that no seines should be allowed to be used, under any circumstances, from the first of March till first May. Let all the herrings be caught in nets; then all would have a chance. This would avoid the waste of herrings, which has taken place in the past, in conveying them to St. Pierre; and it would always ensure a paying price for the herrings. The money in payment of bait would be left in the bay, and there would not be so much smuggling from St. Pierre.

Mr. PHILIP YARN says: "That he has been in St. Pierre many times since the Bait Act was put in force, and the French have had an abundance of bait. Last year he remembers seeing fifteen sail, with herrings on board, at St. Pierre. They could not get two francs per barrel for them. American and Newfoundland bankers carried bait to the French. More bait was brought from the Magdalen Islands than was wanted; this year there were several loads brought more than were required. Two French vessels brought loads, and were unable to sell them. He does not think the law has prevented the French from getting bait. It would be a very hard job to prevent the smuggling of bait to St. Pierre. The distance is short; the times are bad, and little or no fish; so, people must run some risk to fit themselves out. It would answer better to grant the French licenses, for a small fee, to come in on the coast and take bait. Then every poor man would have a chance."

Mr. ALEXANDER ROSE says: "There was a lot of bait smuggled to St. Pierre this year. They got all they wanted, principally from the Americans and Nova Scotians; they have not had to wait for bait at all. Squid they could get in abundance around St. Pierre, and there was any quantity of caplin about Miquelon. I think they should be allowed to come in on the coast upon payment of a license fee of \$1.50 per ton for the season, and Americans and Nova Scotians should be allowed to do the same. If the French won't pay a license fee and come in on the coast, we ought to be allowed to carry the bait to them; for if we don't do it, others will;—and it is as well for us to have the money as strangers."

Mr. PHILIP GRANDY says: "That he has been in St. Pierre this season; the French are not getting so much fish as formerly, but they are getting more

than our bankers. They do not get herring bait as plentiful as formerly, but they got abundance of caplin bait at Miquelon. The 'Bait Act' has injured the shop-keepers trade in St. Pierre."

Mr. LEVI CLUETT says: "The bait service has never been able, so far, to prevent the carrying of bait to St. Pierre. Those that chose to engage in the traffic have succeeded and made money at it. They have run so much bait that it has been as low as one franc per barrel."

Mr. RICHARD WEST says: "The first year the 'Bait Act' was pretty well put in force, but the Americans carried bait to St. Pierre. The second year a great many Americans broke the law. I tried to carry bait there myself, but got caught. I had only forty barrels herring on board. There were others at the same time I was caught who were let go, having over a hundred barrels of herring each on board. I was bound to the Gulf codfishery, and put these few barrels herring on board to buy supplies to help me to go to the fishery. The 'Bait Act' has been ruinous to the people of the Bay. It has not seriously prevented the French from obtaining bait. They got it from Port-au-Port, St. George's Bay, Bay of Islands, Magdalen Islands, and Cape Breton. They catch what squid they like about St. Pierre, and this year there were more squid there than anywhere else. This year caplin were abundant at Miquelon, Langley, and in St. Pierre."

Mr. GEORGE KEEPING says: "The steamers and coast-guards have not prevented the French from getting bait; the American and English bankers have supplied them with abundance, and there are hundreds of thousands of dollars kept out of the hands of the people of Fortune Bay. Our poor people get caught and put in prison, and the others are allowed to go free. The present tribute money charged the French is too heavy; if a moderate charge were made, say, a half-dollar per ton once a year, they would then come in and buy their bait. The last time I was in St. Pierre, the French merchants told me that, although they did not get so much fish, yet they got a better price for it, and they were benefitted by the 'Bait Act.' I had been engaged in the carrying of bait before the 'Bait Act' was passed, and with the codfishery and selling frozen herrings in the winter to Americans, made a comfortable living. For several years past the codfishery has been a failure, and the last three the Government pirate has prevented us from earning a living."

Mr. JOHN PITMAN says: "That he was at St. Pierre this spring, and saw hundreds of barrels of herrings landed there by Americans. He knows that they got the herrings in Fortune Bay. He saw one American baiting a French brigantine and schooner; the herrings were got in Fortune Bay, and he had one of Her Majesty's officers on board when he took them. She must have had between two and three hundred barrels on board, and he thinks it a great injustice that that vessel should be allowed by an officer to go free, when they took him, with only between thirty and forty barrels on board, and put him in Harbor Briton gaol for two months. He says he saw seven or eight Nova

Scotian and American vessels in St. Pierre in one day. They covered their names over with canvas, and they sold their herrings to Frenchmen. It was possible at the beginning of the 'Bait Act' to carry it out, if they had got the voice of the people; but the time has gone past, and it is impossible to carry out the Act now."

ALFRED FRENCH, fisherman, belonging to the banking schooner *Mary M.*, of Harbor Grace, says "that they took their bait in Bay-de-North, Fortune Bay. They took about 100 barrels for their own use, and 175 barrels besides. While they were hoisting down their baiting, a constable with two men in a dory came on board about two or three o'clock in the afternoon. He remained a short time and then went on board another schooner. The constable came on board again, took tea with the captain; he left before dark. After dark they took on board the herrings before mentioned, which measured 175 barrels, out of her in St. Pierre. After taking these herrings on board we went into Pool's Cove, where the constable lived, and remained there for a couple hours. Out in the Bay, not far from St. Pierre, Mr. McGrath, the Commissioner, and two men with him, came on board. He had the after hatch taken off, but did not go down in the hold; he took a dip-net and prodded down through the ice. We had the herrings for our own bait in the forward wings and in the aft wings; in the midship wings we had the herrings that were sold, with a little salt shook over them. The main hatch was not taken up, and no examination was made of the herrings down in the main hatch. We went from that to St. Pierre, and the next day the captain sold 175 barrels herrings, at 18 francs per barrel, and a case of whiskey into the bargain. We put 100 barrels on board a French brig, and 75 barrels on board a French schooner. At the same time, there were three American vessels, with their names canvassed over, that were selling herrings. They got 20 francs per barrel for them. I saw them hoisting them out." This statement is corroborated by George Peddle.

Mr. HIPPLISLEY, the magistrate, says: "That on the third May, George Snelgrove, a special constable employed in the service, was brought before him, charged with having assisted the master of the *Howard Holbrook* in violating the Bait Act. He was tried and convicted; sentence was deferred on a recognizance to appear when called upon." This man was on board the *Howard Holbrook* when the master took 220 barrels—his license entitling him to only about 90 barrels. He does not appear to have been punished.

Sub-Inspector Sullivan was in charge of the *Hercules*, carrying out the Bait Protection Service from Lamaline to St. Mary's, including Placentia Bay. Richard McGrath, Esq., Stipendiary Magistrate, accompanied him. He had shore crews stationed as a coastguard at all the places indicated by Commander Robinson. He says: "That a large number of Newfoundland bankers baited in Placentia Bay, and a few in St. Mary's Bay. He says the constables under his command carefully superintended the quantity of herrings put on board vessels, and in each case before the vessel departed from the station the constable noted on the back of the license the date and the quantity of herrings

taken. He does not believe that any herrings were taken either from Placentia or St. Mary's Bays, to St. Pierre, after the service began. He knows that particular care was taken to prevent vessels from getting more bait than they required for their own use, and he has not heard of more having been taken from the district over which he had supervision. There was only one case in which any opposition was given to the constables in the examining of vessels; this was the case of a man named Inkpen, of Burin, in the schooner *Helena*, apparently fitted out for the bankfishery. It occurred at Partridge's Cove, about 25th June. A warrant was issued for his arrest, which has not yet been executed. He says, that "the Bait Protection Service was more effectually carried out in his district than it had ever been before, and that no better arrangement could be made. With such an arrangement, if those engaged in the service were properly supervised, very little, if any, bait could be smuggled to St. Pierre by our own people or any one else. He attributes the small number of foreign vessels coming into his district to the fact that they knew, from experience, he would rigidly enforce the law. He has been engaged in the operation of the Act since March, 1888. He has been in Fortune Bay carrying it out, and with his knowledge of Fortune Bay and the present scheme for enforcing the Act, there were no more difficulties to encounter than in his own district, and, with the number of shore crews, and other appliances, there should be little or no smuggling in Fortune Bay with proper supervision. He sees no insurmountable difficulties in carrying out the Act.

RICHARD MCGRATH, Esq., Stipendiary Magistrate on board of the *Heracles*, says: They were cruising day and night, this past summer, between St. Lawrence and Black River, in Placentia Bay. During that time, to the best of his knowledge, no attempt was made by any Placentia Bay fishermen to run bait to St. Pierre; and they took no boat running herring bait or breaking the law while they were in Placentia Bay. A coast-guard was stationed at all the different hauling places for caplin and herrings, and if these men did their duty there could be little smuggling carried on. He knew of one boat belonging to Oderin with some smuggled caplin on board from Cape St. Mary's, which they captured near St. Pierre. The master was imprisoned in Harbor Briton jail. The chief smuggling took place in Fortune Bay, that is, of herrings. Caplin were abundant at St. Pierre. He says that "it was reported that the French got what bait they required, but they were often delayed; and he considers it interfered materially with the French bankers. He considers that if the coast-guard around were active in doing their duty, with two steamers in Fortune Bay, they may prohibit the carrying of bait to a large extent. He would approve of a Season's license of \$1.50 per ton."

From the evidence of Sub-Inspector Sullivan and Mr. McGrath and others, I am satisfied that the provisions of the 'Bait Act' were, during this past season of 1890, well enforced over that portion of the coast, under the supervision of Sub-Inspector Sullivan.

There were not many important violations of the law. There were a few small lots of herrings taken from about Lamaline and Laun, and one man at Burin succeeded in running a considerable quantity of bait; but, on the whole, I think the law was enforced with as few violations as could be expected with such an extended line of coast.

With regard to the execution of the Act and the manner in which the Bait Protection Service was carried out this present season in Fortune Bay, I have given extracts from the evidence of Commissioner McGrath, the Magistrate (Mr. Hippiisley), and a number of others. There is a great deal more evidence which might be quoted; it is unnecessary to do so, as Mr. McGrath, the Commissioner in charge, admits that the service was a failure.

It appears to me that the evidence shows that there were collusion, dishonesty and negligence, on the part of many who were employed and paid by Government for carrying out this duty. The coast-guards were so placed around Hermitage Bay and Fortune Bay that no appreciable amount of smuggling could have taken place if they had exerted themselves in doing their duty, except the smuggling which might be done by American and other bankers, under their licenses. The system of allowing them one barrel of herring per ton, at thirty-two gallons per barrel, furnished them with a surplus stock, which was a sufficient inducement to them to bribe our coast-guards and endeavor to obtain a double quantity, which they carried and sold at St. Pierre at such a price as gave them their own bait free from all cost, and handsomely remunerated them for their time and trouble.

From all the evidence before me, I am quite satisfied that the execution of the 'Bait Act' this year had not that effect on the French bank fishery which we had every reason to expect, and which ought to have been had from the elaborate means that were prepared for its operation. The granting of licenses to the French had no material influence one way or the other, as only nine or twelve vessels out of their whole fleet availed themselves of the privilege.

The French fishery returns give their catch for 1886, at equal to 1,128,267 quintals green fish, estimating one quintal dry fish to be equal to two of green. In 1887, they give 1,025,100 quintals. In 1888, they give 664,180 quintals, a decrease of 464,087 quintals; in 1889, it was 670,180 quintals, showing a decrease below 1886 of 458,087 quintals; and, in 1890, the best reports obtainable say that they have 50,000 quintals less fish than in 1889, which would give their catch for this year at 620,180 quintals or 508,087 quintals less than in 1886. We have absolute proof that the French short catch of 1888 was caused by the operation of our 'Bait Act,' and I do not think their short catch of 1889 and 1890, is entirely attributable to the scarcity of fish. Many of the witnesses admit that the French were much delayed in getting bait, and in 1889 there was no caplin at the Islands of St. Pierre or Miquelon, and they must have lost much time in obtaining that bait. Had there been no restriction, it is reasonable to believe

that their voyage would have been much larger than it was. In 1890, they had a long and boisterous passage from France to St. Pierre, the majority of the fleet did not arrive before the last week in April, or the first week in May; this caused a loss of one month's fishing, and reduced the quantity of bait required by the amount which would be used in a month's fishing; in fact, their first fishery was reduced more than one-half, consequently they did not suffer much from the want of herring bait. The caplin appear to have struck in more abundantly at the Islands of St. Pierre, Miquelon and Langley, than for the past twenty years.

In 1888 and 1889, caplin seem to have been unusually scarce, but in years previous to that there was sufficient to supply the local fishermen, but not the Grand Bankers.

I do not think it would be fair to estimate the influence capable of being affected by the 'Bait Act,' by what has been done during the past three years. The Acts of 1888 and 1889 were so imperfect that no attempt was made to rigidly enforce them; the gentlemen authorized to execute these Acts were new to the work, and, above all, the licenses granted to Americans under the *modus vivendi* opened a door for fraud, as well as evil example, to our fisher-folk which led to constant violations of the law and minimized its effect. In 1890 the system of licenses does not appear to have been established on a correct basis. American, Canadian and Newfoundland bankers were permitted to take one brl. of herrings per ton, for bait; this was, at least, one-third more than they required for their own use, and made an inducement for them to sell the surplus in St. Pierre. The Act also appears to be defective, inasmuch as the punishments for its violation are not cumulative, as it was evidently the intention of the Legislature they should be, and as it is necessary they should be, if the Act is ever to be efficiently enforced.

Notwithstanding the failures of the past, I am strongly of opinion that it is within the power of the Newfoundland Government—whenever they think it necessary to enforce the Bait Act by the prohibition of bait to French, Americans and Canadians—to reduce the catch of the French fishery and keep it reduced, at least, thirty per cent. and probably fifty per cent., below their catch of 1886. Had there been an absolute prohibition of the exportation of bait this past season, I am quite confident that the coast-guard and steamers employed could, and would, have reduced the smuggling of bait to St. Pierre to such small dimensions, that the supply would have been far below the French requirements. I recognize the fact that they can obtain considerable quantities of bait from Bay Saint George and the Magdalen Islands; but this bait cannot be had before the 12th or 15th May, which would mean the loss of one month's fishing, equal to one-sixth of the time they are prosecuting the voyage. The French have also been able to supplement their supply of bait with small shell-fish—periwinkles; these are caught on the Banks in special localities and limited quantities. The better opinion of those most acquainted with the matter is that the supply is very

local and will soon be exhausted, and is only a trifle compared with the abundant supplies formerly obtained from Fortune and Placentia Bays.*

A collateral effect of the enforcement of the Bait Act has been the immense reduction which it has caused in the trade of St. Pierre with the residents of Fortune and Placentia Bays. The French Year-Book for 1888 says at page 48: "On account of the proximity of the southern shore of Newfoundland, there had existed up to the present an incessant to-and-fro trading of small vessels, which, during the fishing season, carried to St. Pierre the bait required by the bankers, taking back from here in exchange various goods, such as flour, molasses, salt, pork, brandy, tea, sugar, &c. This business in the multiplicity of articles dealt in gave an extremely brisk trade, which has singularly fallen off since the putting in force of the Bait Act." The official returns of St. Pierre show an import to that place of \$280.00 per head, allowing the population to be 9,000, while the imports to Newfoundland are only \$37.00 per head. As the French paid our people about \$120,000 for bait, and also bought about 35,000 quintals fish from Newfoundland people, the inference to be drawn is that the French sell a very large quantity of goods to the people on the Newfoundland coast, as they are not exporters to any extent to other countries. The duties which have been paid in Newfoundland on that portion of the coast affected by the operation of the Bait Act, and apart from the duties paid by Messrs. Newman & Co. at Harbor Briton and Gaultois, do not appear to have been more than \$2,000.00 in 1885, and \$3,000.00 in 1886, on a trade in bait and codfish which Mr. LeMessurier estimates at \$200,000 per annum; a very small proportion of the goods must have been entered at the Custom House. Since the Bait Act has been in operation, this trade has been reduced to almost nothing, and the French shop-keepers and traders, who had heretofore depended on it, have been reduced almost to poverty. The Preventive Service engaged in carrying out the Bait Act has been largely the means of increasing the amount of duties paid from \$2,000.00 in 1885, to \$14,000.00 in 1889. It is the general opinion of those most competent to judge, that if the bait trade were renewed the Revenue laws could not be successfully enforced. There is an extensive coast-line, and with the present Revenue staff I think it would be almost impossible to prevent smuggling.

Before the Bait Act was passed, many more of our people were engaged in carrying bait to the French than could possibly make a good living out of it; thousands of barrels of herring and caplin were annually thrown away, and the prices paid were always low, except when bait was scarce. Large numbers of the better-to-do planters of Burin, Grand Bank, Fortune and Belleoram, had withdrawn from the bait traffic some two or three years before the Bait Act was passed, because of the over-competition and unremunerative character of the

* The letter of Monsieur Dupont, President of the Council-General of Miquelon and St. Pierre, addressed to the Minister of Commerce, Industry and the Colonies of France, dated 23rd July, 1890, the original and a translation of which will be found amongst the evidence in the appendix, strikingly illustrates and corroborates the statements which I have made, that the French cannot continue their Fishery as successfully in the future, and as largely, without the aid of bait procured on the coast of Newfoundland.

trade. These persons fitted out for and prosecuted the Grand Bank fishery for several years with success; but I regret to report that the past two years their catch has been much reduced, and their losses were very heavy.

The nearest estimate which I can make of the number of fishermen engaged in the bait traffic is about 2,000, during the months of April and May, and from 1,000 to 1,200 during the caplin school. There were, probably, about 1,000 persons who depended solely on the bait trade for their means of living; and the number relying on them for support, according to the best estimate, would be not less than 2,500 persons. These people appear to have had a large amount of money invested in small schooners (much too small to prosecute the Bank fishery), seine-boats, seines, and other gear specially adapted to the bait fishery. The average value would probably be not much less than \$1,000 for each schooner and seine-holder. This property has, in a great measure, been rendered unproductive by the operation of the Bait Act; and the people are, in many instances, reduced to extreme poverty. The unanimous evidence of all the witnesses examined in Fortune Bay is, that the cod-fishery alone is not sufficient to afford a living to the people on that coast; it is the home of the herring; and the people, and their fathers before them, have largely depended on the herring fishery for their living. The people of Lamaline, Fortune, Belleoram and English Harbor appear to have been the greatest sufferers. There are a number of others living in the smaller settlements who have also felt severely the prohibition of the bait traffic. The people of these localities appear to have depended more on the bait traffic for a living than those of any other part of the Island; and, judging from what I saw of them on my visit this autumn, many of them are very poor, and appear to have lost all energy and enterprise.

The Bait Act was passed in the interest of the whole people of the Island. It was expected to have the effect of reducing competition in the Mediterranean markets, and increasing the price of Labrador fish for merchants and fishermen. It would appear reasonable that those who suffered in the interest of the whole population should have received some compensation for their losses. The Bait Act, as far as these bait-carriers were concerned, was, in effect, an Act of confiscation of their property. Perhaps it would not have been possible to have given direct compensation; but a people whose means of support was so suddenly cut off should have had extra public moneys voted for their special benefit, to be spent, in public improvements, in the different localities. A moderate sum of money, specially voted in lieu of compensation to them, and judiciously expended, would have taken away the bitter feeling of wrong and hardship which those people feel that they have sustained. We can expect no success from the Bait Act, unless its operations are founded on justice to all the people. It may be in the interest of the people of the northern part of the Island to prohibit taking seals in steamers. To do so would be practically an act of confiscation against the owners of steamers, and I apprehend the Legislature would not pass

such an Act without granting compensation to the steamer-owners. I cannot see any distinction in principle between the two cases.

COST OF EXECUTING THE BAIT ACT.

The cost of executing the Bait Act for 1888 appears, by the Financial Secretary's return, to have been \$39,414; but Commander Robinson finds about \$3,842.10, belonging to 1888, in the account of 1889—making the total cost for that year \$43,256 10

In 1889 the S.S. *Fiona* was purchased, charge to capital account,
for her. 42,425 72

Cost of Bait Service, including expenses of *Fiona*, shore parties
and constabulary 44,469 86

As no charge is made for hire of *Fiona*, I think it fair that 10 per
cent. should be charged against this Service, for depreci-
ation and wear and tear of steamer 4,242 57

\$48,712 43

The cost for 1890, by Financial Secretary's statement, is app'ly. . \$40,431 69

Add for depreciation of steamer, and wear and tear. 4,242 57

\$44,674 26

SUMMARY AND RECAPITULATION.

1.—I find by the evidence that the Bait Act has been very partially enforced during 1888, 1889 and 1890.

2.—That the French Bank fishery has been largely curtailed, and that it is over 400,000 quintals of green fish less than in 1886.

3.—A considerable portion of this curtailment is to be attributed to the loss of time entailed on them in getting bait, and to the inferior quality of the bait, in many instances, when procured, as compared with bait obtained from Placentia or Fortune Bay.

4.—I find, from the evidence of the shipping merchants, that the operation of the Bait Act has been the means of increasing the price of fish in the Mediterranean markets, and that the French fish in 1889 had ceased to be a competitor with ours in these markets in January, 1890. They are also of opinion that large quantities of our fish were purchased, at an enhanced price, for the West Indian and Nova Scotian markets, to replace fish which had been sent to these markets by the French previous to the passing of the Bait Act.

5.—I find by the evidence that the French have paid a much higher price than they formerly did for their bait.

6.—I find that the excessive waste and destruction of bait fishes, which annually took place before the Bait Act was passed, has ceased, by reason of the enforcement of the Bait Act.

7.—I find that there is a sufficiently abundant supply of bait fishes for all legitimate uses.

8.—I find that the French cannot procure a sufficient supply of bait at all times of as good a quality and as cheap as they could obtain before the Bait Act was passed.

9.—I find by the evidence that the French cannot prosecute the Bank fishery as successfully in the future as they have in the past, without the aid of bait from the Southwest coast of Newfoundland.

10.—I find that there are exceptional years when the French can obtain certain descriptions of bait at Miquelon and Langley, and on the Banks, as they obtained squids in 1889 and caplin in 1890. These were exceptional years, and there is no reason to believe, from past experience, that they could depend on these sources of supply for any consecutive term of years.

11.—I find by the evidence that when squids are abundant on the Newfoundland coast they are usually abundant about the islands of St. Pierre and Miquelon—and the Bait Protection Service had little influence on the French supply; but when squids are scarce everywhere, as they were this summer and autumn, a small protective service, as indicated by Commander Robinson, would have a material effect at a small cost.

12.—I find that the Bait Act is not likely to be a success, and it is not worth while attempting to enforce it, if Americans and Canadians are to be permitted in the future to take what bait they think proper, and sell their surplus to the French, as they have done during the past three years.

13.—I find that the American fishery, also, has decreased from over 1,000,000 quintals during the last year of the Washington Treaty, when they had free bait, to less than 500,000 quintals in the years that they have had restrictions and have been obliged to pay licenses in order to obtain bait; many of them, not having taken out licenses for bait in Newfoundland, depended on make-shifts procured elsewhere.

There would appear to be three courses open. First, to permit the free sale of bait to foreigners without any restriction or incurring any expense. Second, to prohibit, absolutely, the sale of all bait to all persons other than our own fishermen, and to incur the necessary expense to enforce the law. Third, to issue licenses, at a moderate cost, to all foreigners to obtain a reasonable supply of bait.

The experience of past years, under the first system, has, I think, shown most conclusively that our bait-catchers were not half remunerated for their labour, and that annually an enormous waste of bait-fishes took place, which cannot with prudence be tolerated in the future. A country situated as Newfoundland is, and whose people depend almost wholly on the codfishery as a means of subsistence, cannot with safety permit a reckless waste of the bait-fishes on which their codfishery depends.

The privilege of getting bait without loss of time is a matter of vital importance to both French and American fishermen. There is no place in North America so cheap and so convenient for them as the shores of Newfoundland. Negotiations are being had with the United States and France in which the privilege of taking bait is the chief consideration offered by Newfoundland in lieu of the concessions asked for by her from these countries. Of course, if these negotiations are successful with both countries, no further question can arise between us and them with regard to our bait-fishes. Should both negotiations fail, it appears to me from the evidence that thorough and absolute prohibition should be tried. Should the negotiations fail with one of these countries, I think the third alternative of granting licenses to the other at a moderate cost, of (say) \$1.00 or \$1.50 per ton per year, should be tried. On this question of granting licenses there is a greater divergence of opinion than on any other question in connection with this enquiry. The exporting merchants, as a class, are opposed to all licenses; the traders, middle-men and planters, having received considerable benefit from the sale of bait, ice and supplies to American fishermen, would like to see that trade licensed; those who are living on the South-West Coast, and who have supplied French as well as Americans with bait, would like to see the trade tolerated with all foreigners.

I was surprised to find amongst merchants, traders, planters and fishermen resident in Placentia Bay, Fortune Bay and Hermitage Bay, a general opinion that we should not revert to the former system of supplying the French with bait, but that we should charge all foreigners \$1.00 or \$1.50 per ton once a year, and compel them to come in on our shores and purchase bait, if they required it; and in order to make this effectual, great numbers of these people have recommended that the use of seines should be prohibited, and the in-barring of herring should be prohibited from the 15th March till 12th May. Whether a system of prohibition or of licenses were adopted, it will be necessary to amend the "Coast Fisheries' Act" in this particular, and especially to prevent the in-barring of herring between the dates named. There were seines last spring and the previous spring that had large quantities of herring in-barred for long periods of time, and the owners were glad to sell them at, from 10 to 15 cents per barrel. These low prices induced Americans and Canadians to smuggle, and thus added to the difficulties of the Protective Service. Were no seines permitted in future, all persons would have to depend on nets, the quantities of herring taken every day would be limited; no person would have sufficient to make it worth his while to run them to St. Pierre, every poor man with a net would have a chance of earning something, and the French would have to come in to the shore and buy their bait if they wanted it, as the Americans have been in the habit of doing, and as they themselves did to the number of about 200 sail for two years previous to the passing of the Bait Act. Under this system, the illicit traffic in goods from St. Pierre would be almost ended, the French would pay for their bait in cash, as they would not run the risk of having their vessels seized for violation of the Customs' laws, and our fishermen would likely get a uniform price for their bait.

In concluding this Enquiry (which has lasted a considerable time, and necessitated the examination of a large number of witnesses, many of which examinations were voluminous, and the enquiry has extended over a large portion of the South-west Coast of the Island), I wish to express my thanks for the care and attention given to the subject, and the readiness with which evidence was furnished by all those who were called upon.

I am more especially indebted to Commander Robinson, R.N., for the assistance he gave me by furnishing all information and particulars that came within his special cognizance, and to those merchants who supplied me with statistical accounts of their shipments of Labrador fish for the last five years. There are many other persons who gave important and interesting information which has assisted me very much in making up my Report, whose names and evidence I have been unable to quote. As it is, I am afraid my Report is much too prolix; but the subject is a very large one, and I have been unable to deal with it in a more concise manner. I beg to refer your Excellency to the evidence of many important witnesses to be found in the Appendix accompanying this Report.

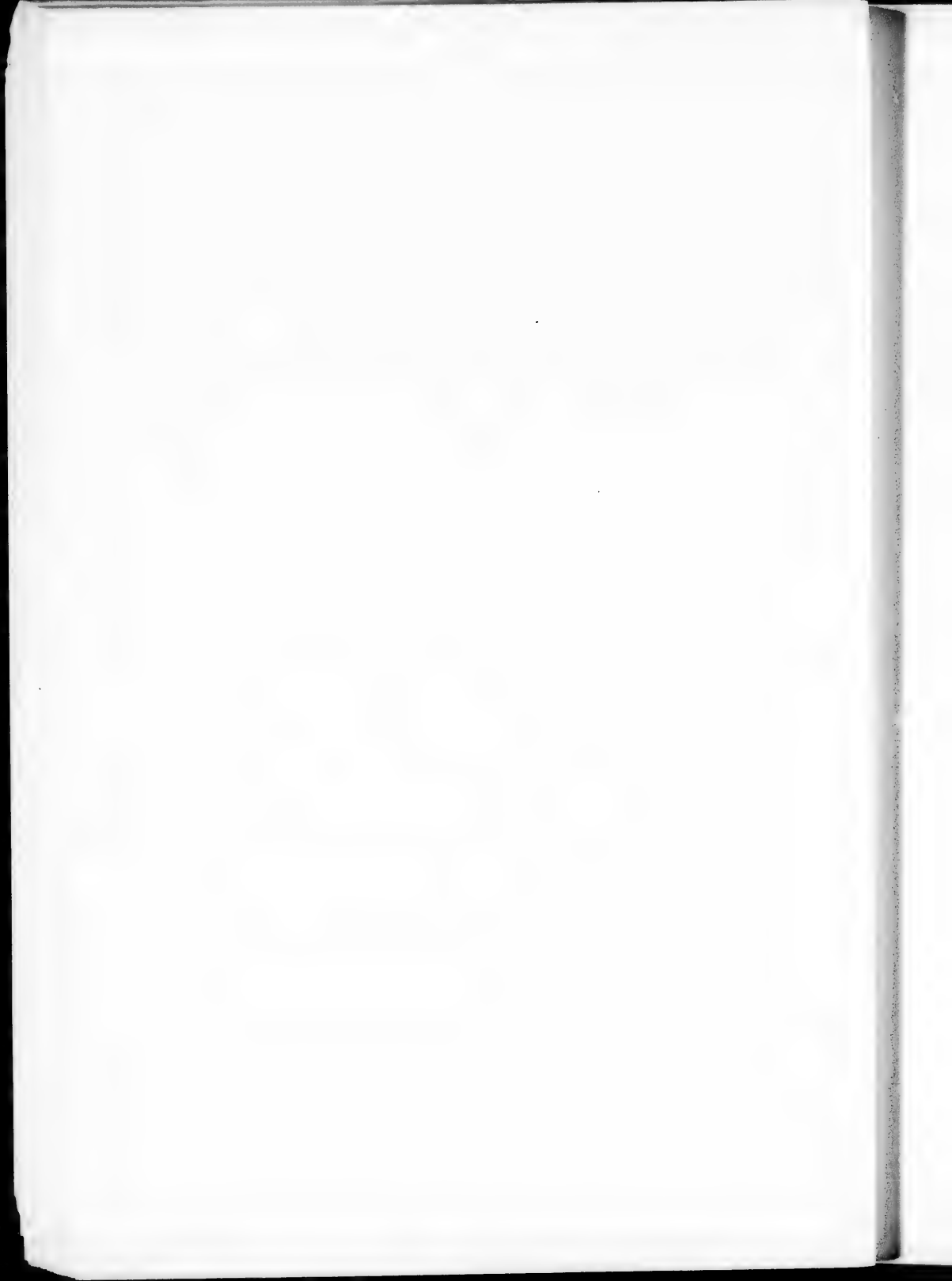
I have the honor to be,

Your Excellency's

Most obedient, humble servant,

T. R. BENNETT,

Commissioner.





EVIDENCE ON BAIT PROTECTION SERVICE.



[No. 1.]

R. S. Munn, Esq., of Harbor Grace, merchant, sworn, and says:

I HAVE been a merchant engaged in the fish trade for upwards of thirty years, and have supplied largely for the Labrador fishery. The largest proportion of the Labrador fish is sent to the Mediterranean markets. I give a detailed statement of Labrador fish shipped by John Munn & Co., (marked A.) to Genoa and Leghorn; and also a detailed statement of fish shipped by them to all Mediterranean markets (marked B.) and also to Great Britain for the same period. There have been great changes during the past ten years, in the Mediterranean trade. In the year 1878 we shipped to Genoa 73,572, and in 1879 shipped for Genoa 47,360 quintals; in the year 1882, 40,900; in 1883, 40,800; in 1884, 36,500; in 1885, 37,300; in 1886, 34,900; in 1887, 28,790; in 1888, 20,400; in 1889, 13,700 quintals;—all to Genoa. In Malaga, Alicante, Valencia, Leghorn and Naples there has been a large falling off, as will be seen by the statement.

Generally speaking, I think the cure of the Labrador fish has improved during the past ten years. Of course there have been occasional seasons when the cure has suffered through bad weather; and there have been some complaints as to under-sized fish, which may be attributed to the small-sized mesh of traps. I believe the decrease in shipments to Genoa and other markets is caused by the large increase of French bounty-fed fish shipped to these markets. The following figures show the progressive increase at Genoa of French fish:

In 1885 were imported 25,991 cwts.,
In 1886 were imported 45,885 cwts.

This is independent of the fish sent into Genoa by rail, *via* Mount Cenis Tunnel, the quantity of which it is impossible to ascertain exactly;—but the best informed estimate it at 50,000 quintals. At Naples were imported in 1885: Newfoundland fish, 35,000; French fish, 5,300. In 1886, Newfoundland fish, 25,600 quintals; French fish, 18,800 quintals. Previous to the year 1883, the importation of French fish in Naples was practically unknown; but, with the stimulus given to French shippers, the importation of French cod-fish is rapidly increasing—with a corresponding decline in British importations.

At Valencia.—Until the year 1885, this market was free from French competition. Newfoundland, that year, sent 35,000; French, none. In 1886, Newfoundland sent 22,000 and French 20,000 quintals. At Alicante.—This market, for the sale of Newfoundland cod-fish, has most materially declined through its displacement by French-caught fish—being a port of distribution for fish—to Madrid. Saragossa, &c.—These places are now almost wholly

supplied with French fish,—that for Madrid and Northern places being sent through Bilboa and Pasages, to which it goes by rail from Bordeaux. The quantity thus received from France, in 1885, was 56,723 quintals, and in 1886, 82,600 quintals.

The French "Lavè" fish (which is fish washed out and slightly dried for immediate consumption) is the description which competes with our Labrador fish.

We have other competitors in the Mediterranean markets, viz.:—Norway and Iceland—the past ten years at Genoa. The Norwegian fish, being hard-cured, competes more directly with our Shore fish. The Iceland fish, so far, is not of much importance. The price of French "Lavè" fish is a principal factor in regulating the value of our Labrador fish in the Italian markets, as they usually fix the price of the French fish at 1s. to 2s. per quintal under the price of Labrador fish. I don't know the exact price paid for French fish at St. Pierre in the years 1885–6–7–8. The price paid for Labrador fish in 1885 was 12s.; the same in 1886; in 1887, 16s.; and in 1888, 18s.

Taking the average catch of the past five years of the Labrador fishery, it cannot be profitably prosecuted, on our present system, at a lower price than \$3.50 per quintal. But, if the average catch were fifty quintals per man, as it was a few years ago, I think the fishery could be profitably prosecuted at \$3.00 per quintal.

The Labrador fishery cannot be profitably maintained in competition with the French fishery at St. Pierre should that fishery be continued as extensively, and with prices as low, as in the years 1885 and 1886.

I don't believe that any merchant would be safe in supplying for the Labrador fishery with prices as low as \$2.00 or \$2.50 per quintal;—it would be ruinous to them.

The Bait Act was first put in force in 1888; and I believe it has had a material effect in reducing the quantity of French fish, and in diminishing their competition in our Mediterranean markets, and increasing the prices—especially in the year 1888.

From the year 1884 to 1888 the prices for the later shipments of fish were materially reduced, owing to the quantities of French fish in the Italian markets; and the losses sustained by the trade were very heavy.

During the past three years we fitted out three vessels from this port for the Bank fishery. In the year 1887 the schooner *Selina* landed 1,450 qtls.; the *Mary M.*, 750 qtls.; and *A. A. Teal*, 1,750 qtls. In the year 1888, the schooner *Selina*, 1,450 qtls.; the *Mary M.*, 1,500 qtls.; and schooner *A. A. Teal*, 1,100 qtls. There was not much difference in the catch for the years 1887 and 1888. I consider the Bank fishery of 1888 a fairly successful one, and that the fish on the Banks was fairly plentiful during the season. For the year 1889 the catch was very short—partly occasioned by the scarcity of fish and partly from the difficulty of obtaining squid bait on the Banks.

I am, personally, not aware of the effect of the *modus vivendi* licenses on the trade; but I think it made more difficult the execution of the Bait Act;— and I am of opinion that the licenses to United States fishermen ought not, in future, to be granted, unless we are given a free market in the United States for fish and oil.

I am of opinion that no licenses should be granted to French fishermen to take bait on our Southern coast, as it would be the means of destroying our own Bank fishery and damaging our European markets, and be most disastrous to the trade generally.

I am strongly opposed to the policy of supplying foreigners with bait, thereby assisting them in their catch, which tends to the destruction of our markets.

**A.—Labrador Fish shipped by John Munn & Company, as
under, 1878 and 1879.**

Year.	Where Shipped.	Genoa.	Leghorn.	Current Dealing Price.
1878....	Shipped at Labrador.....	73,572	.....	15s.
1879....	Shipped at Labrador.....	47,360	14,400	13s.

B.—Statement Labrador Fish shipped by John Munn & Co.,

Year.	Collection Labrador Fish.	Qtls.	England.	Lisbon & Oporto.	Malaga.	Alicante.
1882....	Shipped at Labrador.....	103,505				
	" Harbor Grace.	24,753				
	Total....	128,258	20,831	2,990	3,200	11,500
1883....	Shipped at Labrador.....	128,400				
	" Harbor Grace.	53,270				
	Total....	181,670	47,373	4,180	3,300	3,900
1884....	Shipped at Labrador.....	92,063				
	" Harbor Grace.	31,557				
	Total....	123,620	24,582	3,600	3,000	5,700
1885....	Shipped at Labrador.....	132,662				
	" Harbor Grace.	39,527				
	Total....	172,189	30,817	5,100	9,400	4,000
1886....	Shipped at Labrador.....	114,411				
	" Harbor Grace.	19,911				
	Total....	134,322	23,292	3,000	6,700	4,000
1887....	Shipped at Labrador.....	86,715				
	" Harbor Grace.	21,513				
	Total....	108,228	20,077	2,885	2,700	6,200
1888....	Shipped at Labrador.....	115,179				
	" Harbor Grace.	16,536				
	Total....	131,715	37,647	4,000	12,300	5,700
1889....	Shipped at Labrador.....	75,150				
	" Harbor Grace.	20,824				
	Total....	95,974	27,013	.....	3,200	5,500

to the undermentioned Markets during the past seven years.

Valencia.	Leghorn.	Genoa.	Naples.	Zante.	Patras.	West Indies U.S.A., & Can.	Current deal- ing Price.
20,700	40,905	11,931	7,658	9,543	20s.		
26,500	12,580	48,851	18,862	16,124	17s.		
19,530	8,000	36,527	9,060	8,000	3,304	2,317	14s.
27,600	11,457	37,334	14,905	14,700	7,300	9,576	12s.
19,003	4,000	34,965	13,461	16,993	7,200	1,708	12s.
17,200	7,101	28,790	7,160	7,400	6,981	1,734	16s.
11,067	8,015	20,412	7,652	14,125	10,797	18s. or \$3.60	
19,500	4,100	13,759	8,862	6,800	7,240	15s. or \$3.00	

[No. 2.]

Richard O'Neill, Master Mariner, of Harbor Grace, sworn and says:

I have been master of a banking schooner out of Harbor Grace for the past five years, for the Harbor Grace Banking Company. The first two years in the *Flying Arrow*, sixty-four tons, six dories, two men in each, we fished on the Grand Bank.

In 1885 we had 1,778 quintals, equal to dry fish, and the average price was \$3.10 per quintal. Crew inexperienced.

In 1886 we had 1,633 quintals, equal to dry fish, at \$2.90 per quintal. In 1887 I was in schooner *Thrasher*, carrying eight dories, belonging to same Company.

In 1887 we had 2,886 quintals, equal to dry fish, and the average price was \$3.20 per quintal.

In 1888 we had, with seven dories, 1,810 quintals, equal to dry fish, at \$3.70 per quintal, average price.

In 1889 we had 1,509 quintals, equal to dry fish; average price, \$4.17, with seven dories.

Captain Kearney was master of the *Flying Arrow* in 1887-'88 and '89, with six dories each year, and his catch was as follows:—

In 1887 she had 1,828 quintals, equal to dry fish, and the average price was \$3.20 per quintal.

In 1888 she had 1,764 quintals, equal to dry fish, and the average price was \$3.70 per quintal.

In 1889 she had 830 quintals, equal to dry fish, at \$4.17 per quintal.

We usually begin our banking voyage about 15th April, and end it about the last of October. From April to June we depend on fresh herrings, preserved in ice, for our bait; we got them in St. Mary's Bay, Placentia Bay, and principally in Fortune Bay. I found abundance of herring bait from April to June. I always purchase the bait from the fishermen of the locality; the cost, on average, fifty cents per barrel in Fortune Bay, and \$1.00 in Placentia and St. Mary's Bays. I have tried salt herrings and squids years ago, and last fall we tried salt squids. They are not suitable for carrying on the fishery successfully.

I could not carry on the fishery successfully from April to June on salt squids of the previous year, and I could not get a crew to engage in the fishery depending on that bait alone.

From June to the end of July we depend on caplin for bait, and usually procure it in Trinity Bay, Conception Bay and Southern Shore, at a cost of about twenty cents per barrel. We never missed caplin bait. Sometimes a little delay in getting it.

From August to the end of voyage we depend on fresh squids for bait; more than half of which we would catch on the banks the last five years.

In 1889 squid bait was scarce on the banks, and very uncertain on the shore; there was considerable loss of time in procuring it. I do not know of any special reason or cause for this.

In 1885-'86 and '87 we found codfish plentiful on the banks. In 1885 it was the most plentiful I have ever seen it. In 1886 it was plentiful. Our short voyage that year was occasioned by loss of spars and damage, and not by scarcity of fish. In 1887 we killed a good voyage; fish were plentiful, but not so abundant as in 1885.

In 1888 we found the fish scarce, and in 1889 they were very scarce.

I have been fishing for eight years for codfish on the Grand Banks, and they were the scarcest the last year.

I have often fished beside the French on the banks; they could never catch as much fish with their salt bait as we could with our fresh bait.

There was a short catch in 1889 made by United States, Nova Scotia, Newfoundland and French fishermen. This was chiefly caused by scarcity of fish, and the uncertainty of getting fresh squids on the bank.

I think the shortage was approximately the same for all nationalities.

I know something of the French method of baiting; they rely chiefly on salt bait. The herrings they get in Fortune Bay remain almost like fresh bait for the first six or seven days, and they rely on them then to make the best part of their fishing; no old salted bait is as good.

In 1887 I noticed in Fortune Bay that many of the French schooners were changing their mode of preserving bait, and were preserving it in ice. I think, if the Bait Act had not been passed, that many of them would have adopted our system of preserving the bait in ice. They could not do this with herrings carried to St. Pierre, for they would be too much knocked about, and too soft to make good bait. Herrings, caplin and squids must be preserved in ice immediately after they are taken from the water. I think the Bait Act has been the means of preventing an immense destruction of bait fishes, which formerly took place.

I am quite certain that the French cannot procure bait as suitable or of as good quality, as cheap and as convenient to obtain, as that had from Fortune and Placentia Bays.

I do not think that the French can carry on the Bank fishery as successfully in future as in the past, without the aid of bait from the prohibited portion of Newfoundland.

In 1888, about the first week in June, I was in conversation with a French banker on the Banks: he told me he had been seven or eight weeks getting his bait, and he had not then three quintals of fish. He had been at St. George's Bay, and he said that many others had been there in the like predicament.

I am quite certain that St. George's Bay and Magdalen Islands will not replace the herrings formerly had from Fortune Bay.

The delay in getting bait from those places is a serious impediment to their fishery. There would be great delay and loss of time in procuring caplin bait from White Bay, or any part of the French Shore.

The caplin are later striking in on that coast, and many years their vessels would be prevented by ice.

I know one French banker that baited with caplin at Quirpon; he was delayed a long time, and did not arrive on the Banks until we were through our caplin bait and had begun squids.

I think that many of the people who carried bait to St. Pierre are impoverished by reason of the enforcement of the Bait Act. There were many who succeeded in smuggling bait into St. Pierre.

I think that, instead of employing steamers, the Bait Act may be much more effectually executed by the employment of schooners, and stationing them, with officers on board, at all the principal hauling-places. The fog is so prevalent, for a large portion of the time, that it is impossible for steamers to prevent the smuggling of bait.

The employment of those schooners would be some compensation to some of those who have been deprived of their former means of living.

I think the granting of licenses to American fishermen, to take bait, makes it much more difficult to carry out the Bait Act. I think the granting of licenses to the French would be very beneficial to them and destructive to our fishermen.

[No. 3.]

Hector Curtis, Harbor Grace, Master Mariner, sworn and says:

I WAS master of the S. S. *Lady Glover*, in the years 1888 and 1889, engaged in the enforcement of the Bait Acts. I left Bay Bulls on the 13th of March, 1888, and proceeded to St. Lawrence; arrived there on the 14th, having Judge Prowse on board, in charge of the expedition. We proceeded thence to Fortune Bay. We cruised in that Bay and visited many harbors, as far west as Burgeo. We also cruised about the entrance of the Bay near Brunette, Green Island, and St. Pierre; we also cruised in Placentia Bay, calling at various Harbors, we overhauled the schooners and boats in Fortune and Placentia Bays that we met going out of those Bays. We seized six or seven boats in 1888; they all had herring or caplin on board. We took the masters into Harbor Briton before the Magistrate. All we seized were condemned, and the masters were imprisoned. We seized the first two while Judge Prowse was on board with us, and the other four when Head Constable O'Rielly was on board. All of these craft were of small size, none larger than ten or fifteen tons.

The S. S. *Hercules*, with Sub-Inspector Sullivan on board, commenced the service at the same time. She cruised chiefly in Placentia Bay.

The S. S. *Greyhound* was engaged shortly after we arrived. She cruised in Fortune Bay with Mr. Hubert, the Magistrate, on board; and early in May the S. S. *Favorite* came, with Sergeant Lacey on board. She also cruised in Fortune Bay. About the 15th of April, the time they usually use seines, a large number of people in their craft collected at Harbor Briton and tried to arrange a combination, and said they would haul herrings in spite of all the steamers.

There were from fifteen to twenty vessels there. They left for Rencontre and Bay-du-Nord; we went to Rencontre, and attempted to search a vessel, we were resisted and we made prisoners of four of the ringleaders. We then proceeded to Bay-du-Nord and were met by the *Greyhound* and *Hercules*. There were about forty schooners in this place intending to violate the law, but when they saw we had the ring-leaders arrested they gave up the combination and dispersed to their own homes. After that there was no general attempt to evade the law; but a few boats endeavored to smuggle herrings to St. Pierre. In my opinion, a very small quantity of herring bait was carried from Fortune and Hermitage Bays to St. Pierre, between the first day of April and the fifteenth day of May in that year. During the caplin school the *Lady Glover* and *Ingraham* were engaged, with Commander Robinson in charge. We caught four small craft violating the law in the caplin school. I do not think there were many violations of the law in Fortune Bay as there were very few caplin there. Caplin were abundant at Cape St. Mary's, and, I think, some were carried from there to St. Pierre. Beside the two steamers, Commander Robinson had men stationed on shore at Lowry Cove, Lamaline, Point-a-Gaul, Little Laun, an intermediate cove, and a cove west of Burin (I forget the name), and at Grand Beach, in Fortune Bay. I do not know that the French got caplin at Langley and Miquelon; I heard they were very scarce at the latter two places.

On the whole, I think the Bait Protection Service was effectually carried out that year.

The American fishing vessels having licenses to get bait, did, I believe, carry bait to St. Pierre and sell it. These licenses made the Bait Act unpopular with the Newfoundland fishermen. They constantly complained that the Americans were allowed to sell bait and take the bread out of their mouths.

On the 30th April, 1889, I sailed in the S. S. *Lady Glover*. I took Sub-Inspector Sullivan on board at Placentia and proceeded to Fortune Bay, calling at Oderin on our way; we met the S. S. *Fiona*, which had been engaged in the service some time before we were. We then cruised in Fortune Bay, occasionally calling at harbors. The best part of the herring fishery was over when we arrived. We caught six craft with herrings on board; these vessels were of much larger size than of the previous year—one, forty-five tons, and one thirty tons; they had from one hundred and fifty to two hundred barrels herrings on board. The others had smaller quantities. There were a large lot of herrings run to St. Pierre in small quantities. There were much greater

attempts made to evade the law in 1889 than in 1888; many of them evaded the law on the plea that the small quantity they had on board was for their own use, as bait. We caught one vessel from Mussel Harbor, in Placentia Bay, with eighty-six barrels caplin on board. I believe there were considerable quantities of caplin conveyed from Cape St. Mary's to St. Pierre.

It was very foggy in Fortune Bay nearly all the time during the caplin school, and this made it most difficult to carry out the law. I do not think it is possible for steamers in foggy weather to carry out the law. It was foggy two-thirds of the time in the month of June. Commander Robinson had men stationed at the coves before-mentioned; but he had no men at Golden Bay, Cape St. Mary's.

Many of those formerly in the bait trade have suffered serious loss by being deprived of it. I think the people of Fortune Bay and Placentia Bay, who formerly were in the bait trade, have been impoverished by reason of the enforcement of the Bait Act.

The export of bait was largely prevented, and the price of caplin was, at times, from thirty-five to forty francs a hogshead, at St. Pierre.

I think, with the aid of schooners stationed at the hauling-places, and one steamer to supervise, that the Bait Act might be effectually carried out during the first French fishing or herring baiting.

During the past two years caplin has been very scarce at Miquelon and Langley. They have also been very scarce in Fortune Bay. At Grand Beach, Dantzic and Lowery, the chief hauling-places, there were hardly any. Should they be as scarce in future, the Act can be executed with sufficient effect to render precarious the supply of caplin in June and July.

In my experience in carrying out the Bait Act, the greatest difficulties were produced by licenses to United States fishermen. There were numbers of them that carried quantities of bait to St. Pierre. There were also Canadian fishermen that did the same. This was a great grievance to our own people, and made the Bait Act most unpopular amongst our own people, and rendered its effectual enforcement most difficult.

In my opinion, no licenses should be granted American or French fishermen. I think that, by the enforcement of the Act, our bait fishes have been protected from excessive destruction; in fact, there has been no waste for the past two years.

[No. 4.]

James McGrath, of Oderin, in Placentia Bay, Commissioner on the Bait Protection Service, sworn and says:

I left St. John's in the *Fiona* on the 9th of April, 1890, to carry out the Bait Protection Service. I was equipped with dories, camp gear, and men for nineteen stations. I proceeded to Burin and took in material that was lying over

from the previous year, and I sailed thence to Fortune and Grand Bank with proclamations and license forms, thence to English Harbor and St. Jacques, to Mr. Clinton, for same purpose. On the 11th we placed men, a constable, two men and a dory, at Miller's Passage. On the same day, at St. John's Bay, English Harbor and St. Jacques, a constable and two men and dory at each of these places. We went then to Rencontre, heard of a Captain White, schooner *Rapid Transit*, with a large quantity of herrings on board, contrary to the provisions of the Bait Act. I summoned him before the magistrate, Mr. Hippisley; he was convicted and his herrings confiscated. I stationed Sergeant Cleary at Rencontre, with a gig and four men. I hired William Hartigan's schooner, and put on board George Snelgrove and Constable Burke, to ply at Long Harbor Point to head of Bay; from thence, on 14th, I went to Bay L'Argent, and stationed Constable Flinn and two men, with a boat, there; thence back to St. Jacques, and there I found some American crafts had arrived and were taking licenses from Mr. Clinton. I only found one seine, with herrings barred in it, that trip round the Bay; that was the man selling to White at Rencontre. As I went round, I heard that there were several cargoes—about thirteen—had been taken to St. Pierre the week previous to our arrival. They did not give me the names of the parties, but they were people belonging to Fortune Bay. I went to Pushthrough about the 15th, to deliver the proclamations, and other papers, to Mr. Camp. I found that Mitchell's crew and schooner had arrived there, and were doing good work, in charge of March. This schooner I hired at Burin. I also found that six American vessels had taken out licenses at Pushthrough. From thence I proceeded to Gaultois, and delivered the collector there the proclamations and licenses; then I left for Connaigre, and found that the schooner which I had hired had arrived, with constable on board and two men and a dory, and were doing duty. When at Pushthrough, I left a dory and two men with Mr. Camp. Going round to Gaultois, I stationed a constable, two men and a boat at Raymond's Point. I then returned to Fortune Bay. After I returned from Connaigre Bay, I stationed a constable two men and boat at Corbin; a constable, Thomas Bartlett, and two men at Pool's Cove; Constable Peter Furlong and two men at Bay D'East, and at Doctor's Harbor, Constable March, jr., two men and boat; also Constable Mills, two men and boat at Grand Beach. Within the first week of my arriving, I had men at all the appointed stations, except at Connoire Bay, west of Ramea. I made St. Jacques the headquarters for my men, and had a house in which I kept a number of them, one of whom was to be placed on board of an American or Canadian vessel, according as they took out licenses. The duty of this officer was to go on board the vessel, proceed to the baiting places, and to tally the proper quantity of herrings on board, and then cancel the license and return to St. Jacques, if possible, in the same vessel. The object of this regulation was that an officer should be on board all the time the vessel was in the Bay for bait, and thus prevent her from getting any more herrings than were specified in her license. I made arrangements with Mr. Clinton to swear in additional men, if required,

in my absense, which he did in a few cases, but I have reason to believe that it did not work satisfactorily, and that a collusion sometimes took place. I know of no more perfect way of carrying out that service than the one indicated by me above, provided the men employed were honest and respected the obligations of their oath. I have reason to believe that some of these men were tampered with in the way of liquor, and other considerations. After the first fleet of vessels had been baited, I learnt that many American and Canadian vessels had gone to St. Pierre and there sold herrings. These vessels had herrings for sale, because they were entitled to one barrel per ton under their licenses, and a vessel of one hundred tons, and over, would not require more than eighty barrels; these, and smaller vessels, will take about ten barrels to the dory. Under this arrangement, these vessels would have a surplus of bait which they would legitimately have obtained. I think that the report of these vessels arriving at St. Pierre with bait had a great influence on the people of Fortune Bay, and induced them to try and evade the law; this they did in a manner almost impossible to prevent, as they obtained fishing licenses from the Customs' officers and magistrate, authorizing them to take one barrel per ton, and these herrings they, no doubt, in many instances, smuggled into St. Pierre. These American vessels, and our coast fishermen, carried such large quantities of herrings to St. Pierre that, together with the squids preserved in store from the previous autumn for the French fleet, for their first baiting, were not compelled to come in on the shore for bait. I have positive information, and reason to believe that the American Consul at St. Pierre aided and abetted in this nefarious traffic in the violation of the law; he and his partners being, in many instances, agents. Up to the first week in May the French vessels appear to have had sufficient bait; after that, about nine, in all, came in Fortune Bay and procured licenses, and I think a good many more would have come in had it not have been for herrings brought from Magdalene Islands. When I visited St. Pierre, about the middle of May, there were whole cargoes afloat for which there was no sale. Every week, and sometimes twice a week, we visited the different stations; twice a week in Fortune Bay. I cruised very often as far as Green Island, and lay there. We boarded a large number of vessels, amongst them some American and Canadians. They, in many instances, had more herring per ton than an ordinary barrel would contain. I did not interfere with them, because the Weights and Measures' Act fixes the quantity of fresh herring per barrel at thirty-two gallons, and this certainly gave them one-third more than the quantity contemplated by the license.

On the first day of May I boarded the American schooner *Howard Holbrook*, found that she was nearly full of herring; took her to Harbor Briton; lodged an information against the captain, who was tried, convicted and imprisoned; the vessel confiscated and the herrings were measured. Found two hundred and twenty-nine barrels, when he should have had ninety-two. From thence we proceeded to Connoire Bay; found no house for the men. Went to Burgeo; hired a deck-boat, and placed Constable Kennedy with a man and

dory. After that we returned to our station in Fortune Bay. We seized about eleven other vessels for violation of the Act during the herring school. The masters were convicted, and went to prison, with two exceptions—Pike, who paid the fine, and Cluett, who appealed. The greater number of these, I believe, were driven to commit the act by reason of poverty. In several instances we were obliged to help the families of those convicted.

The first fortnight we were in Fortune Bay, during the greater portion of the time, there was dense fog; and I believe a great many persons escaped our observation and carried bait to St. Pierre. The French had large quantities of squid-bait on hand, from the autumn before; and I am also aware that the French would as soon have salt squids as the herring they get in the spring of the year. I have been in conversation with Newfoundland bankers, who informed me that they had used salted squid to good advantage, when their fresh bait had become old, and would rather have it than salted herring. I also know American fishermen who brought dried salted squids with them, and used them on the Banks; and, since that, the master, in one case, informed me he found them good bait, and would rather have them than any other bait that he had. The French, last spring, were largely supplied with squid; and, consequently, did not require large quantities of herring. One instance which came under my personal observation, a French banker did not take the quantity of herring that he was entitled to under his license—he would not pay one dollar per barrel for herrings—as he believed the squids he had on board were better bait.

The French were somewhat delayed from getting bait by the Protection Force. They paid very much higher prices for bait at St. Pierre than the bait would cost them if they came in on the coast for it.

After the herring-bait fishing was over I placed crews from Grand Beach to St. Lawrence, sufficiently near to each other to communicate. The names of the stations were, Grand Beach, LeBeach, Dantzic Cove, Little Dantzic, Lourics, Western Point of Lamaline, Point-au-Gaul, Lord's Cove, Round-about and Little Laun; the remaining crews, under my charge during the herring bait, I turned over to Sub-Inspector Sullivan to do as he pleased with them. I had my men so placed that there could be very little smuggling of caplin on that shore. The caplin struck in so abundantly at Miquelon and Langley that the French had no need of any from our shore, and our fishermen were permitted by the French to take caplin and bring them to St. Pierre; they did so, as the place was more convenient than our coast, even if they were permitted to take them. I had one man whom I sent to see what was going on in St. Pierre and Miquelon; he was on board an English schooner that made three trips to Miquelon for caplin. I feel certain that the French had an abundant supply of caplin without depending on the Newfoundland coast; and, I believe, that it is more practicable to keep them without caplin than it is to keep them without herring, provided the caplin do not strike into Miquelon.

After a year's experience, I don't think it possible to keep the French without bait, the Revenue of the country is not sufficient to completely enforce

the law, and there are too many places outside the South-west coast of Newfoundland, from whence they can procure bait; and, in my opinion, they can obtain ample bait without the Newfoundland supply—with what squid they can jig in the fall of the year, and save for the next spring's first baiting—Magdalen Islands and Cape Breton for their second baiting; and Langley and Miquelon for their first baiting of caplin, and the latter part of the season, by squid and periwinkles caught on the Banks.

The enforcing of the Bait Act has been the means of impoverishing the greater portion of the people, particularly in the districts of Burin and Fortune Bay. I have known independent men who were impoverished by it, and have been reduced to extreme poverty by reason of the enforcement of the Bait Act.

The first year of its enforcement the French were particularly affected by the Bait Act, and their fishery decreased for the want of sufficient bait; since then they have made arrangements which have secured them ample supplies of bait, and we have taught them that they can do without us.

The past two years their short fishery is to be attributed to the same cause as our own short fishery—that is, scarcity of fish. The French are experienced fishermen, and know the best localities on the Banks; they fish continuously, without any loss of time, and although they may not catch as much on salt bait as our fishermen do on fresh; still, at the end, they secure a better voyage.

I think the French can carry on the Bank fishery without any bait from the prohibited portion of Newfoundland. I think it would make a small difference to them, but not affect their fishery materially. I believe the French Shore could supply them largely with herring; and also St. George's Bay. Their taking bait in St. George's Bay will (or would) materially affect the people there. Generally, the French can get sufficient squid; there are numbers of ledges outside the three-mile-limits where our men can jig and supply the French with squid.

I have no doubt that the French would rather use salt squid of the previous year than wait for fresh herring on the tenth of May. I do think that the Newfoundland bankers could use the salt bait, and get as good voyage as the French, if they would all pursue the same course.

I have been engaged in the Bank fishery. I believe that this year it is reduced to between a half and a third to what it was three years ago. The French catch has not been reduced as much as our Newfoundland catch has.

For the time that I was in charge of the *Fiona* on the Fishery Protection Service, I neither spared myself or any one else, to enforce the Act. I did all in my power to enforce the Act, and effectually prevent the French from obtaining any bait on the coast of Newfoundland. The foggy weather and the proximity of the coast to St. Pierre, and the poverty of the people—which makes them desperate and risk everything—makes it almost impossible to prevent the French from getting bait from our people.

[No. 5.]

James Hippisley, Esq., Stipendiary Magistrate, sworn and says:

I received a Commission early in April, with instructions to proceed to Fortune Bay in the S. S. *Fiona*, and there to enquire into and adjudicate all cases connected with the Bait Act. The *Fiona* first proceeded round Fortune Bay, leaving proclamations and licenses, and stationing crews at the different hauling coves. On the 13th of April I was at Rencontre. A vessel called the *Rapid Transit*, Thomas H. White, was lying at Burdock's Cove. She had a large quantity of herring, said by her master to be eleven hundred barrels. A complaint was made by Commissioner McGrath on the 14th April, charging White with a breach of the Bait Act. He pleaded "not guilty" to the charge, on the ground that he had a re-dated bond, authorizing him to take a cargo of herrings. I found the bond was invalid and irregular, and I also found that the herrings were too slightly salted for a distant market. He was convicted and sentenced to pay eighty dollars, that is a dollar per ton; the residue of cargo to be delivered to the Commissioner, or in default, five hundred dollars or three months, or the whole of the cargo to be confiscated. He paid the eighty dollars and took the eighty barrels, and handed over the residue of cargo.

On the 26th April there was a complaint made against a man, named David Keating. He pleaded "not guilty." His defence was, that he was waiting for the tide to rise so that he could get into Grand Bank Harbor. The case was dismissed. On same day, another complaint against Frank Hiscock, he pleaded "not guilty;"—the same defence as the former. This case was dismissed.

On the 2nd May, Dominick Pincello, master of the schooner *Howard Holbrook*, was brought before me at Harbor Briton, charged with having more herrings on board than he had a license for. He was found "guilty," and sentenced to pay a fine of five hundred dollars or, in default, three months' imprisonment and forfeit the penal sum of his bond, one thousand dollars, and the vessel, with herrings, were confiscated. He gave notice of an appeal.

On the 3rd of May, George Snelgrove was brought before me, charged with having assisted the master of the *Howard Holbrook* in violating the Bait Act;" pleaded "not guilty." He was tried and convicted. Sentence deferred on a recognizance to appear when called upon.

On the 5th May, Isaac Hollett, of Burin, master of the *Grand Master*, was charged with a breach of the Bait Act. He had a quantity of herrings on board, and pleaded "guilty." He was fined two hundred dollars or two months' imprisonment.

On the same day, John Pitman, of Rencontre, was charged with the same offence. He pleaded "guilty," and was fined two hundred dollars or two months' imprisonment.

On the same day, Peter Power, of Rencontre, was charged with the same

offence. He pleaded "guilty," and was fined two hundred dollars or two months' imprisonment.

On the 7th, George Rose, of *The Sisters*, Little Bay, was charged with the same offence. He pleaded "guilty," and was fined two hundred and fifty dollars or three months' imprisonment.

On the 8th, George Pike, of *The Queen of Victory*, St. Lawrence, was charged with the same offence. He pleaded "guilty," and was fined two hundred and fifty dollars or three months' imprisonment.

On the same day, Samuel Cluett, master of *Phoebe L. Cluett*, of Belleoram, was charged with the same offence. He pleaded "not guilty," was convicted and fined three hundred dollars or three months' imprisonment. He appealed to the Supreme Court, and the conviction has been quashed.

On the 10th May, John Hynes, of Lower English Harbor, was charged with the same offence—breach of the Bait Act. He pleaded "guilty," and was fined two hundred dollars or two months' imprisonment.

On the 12th, John Hynes, of the *Rising Sun*, Bay L'Argent, was charged with the same offence. He pleaded "not guilty" and was convicted and fined two hundred dollars or two months' imprisonment.

On the same day, Michael McCarthy, of St. Jacques, master of the *Mary Ellen*, was charged with the same offence and pleaded "guilty." He was fined five hundred dollars or two months' imprisonment.

On the 19th May, Patrick Farrell, of the *Fred*, St. Jacques, was charged with the same offence. He pleaded "not guilty;" the case was dismissed.

On the 29th, Jacob Jansen, master of the *Rise and Go*, Harbor Briton, was charged with the same offence. He was convicted and fined two hundred dollars or two months' imprisonment.

On the 3rd June, John Clark, master of the *Emily*, of Burin, was charged with the same offence. He pleaded "guilty," and was fined two hundred dollars or two months' imprisonment.

On the 19th June, William Fitzpatrick, of Bay-du-Nord, charged with the same offence. He pleaded "guilty"; fined two hundred dollars or two months' imprisonment.

The *Mary M.*, (on the same day) Hilyar, master, charged with the same offence. He pleaded "not guilty," was convicted and fined two hundred dollars or two months' imprisonment.

On the same day, the *Blox*, Jonathan Bird, master, of Bay-de-L'eau, was charged with the same offence. He pleaded "not guilty," was convicted and fined two hundred dollars, or two months'; he paid his fine.

On the same day, the *Fauct*, William Bungy, master, of English Harbor, was charged with the same offence; He pleaded "guilty"; fined two hundred dollars, or two months' imprisonment.

On the 21st, the *Lavinia*, John Inkpen, of Burin, was charged with the same offence. He pleaded "guilty," and was fined two hundred dollars, or two months' imprisonment.

On the 24th, John Mitchell, of Burin, was charged with the same offence. He pleaded "not guilty," was fined two hundred dollars or two months' imprisonment.

On the same day, Stephen Wagg, of Burin, was charged with same offence and pleaded "guilty," he was fined two hundred dollars or two months' imprisonment.

The bait fishes found on board all of the beforementioned vessels were confiscated. Except the *Sisters* and *Cluett*, all the other Newfoundland vessels were small.

The following vessels were licensed by me:—

April 19th, *Mable W. Woodford*, of Gloucester, U. S.; Charles Roudolph, 104 tons.

April 21st, *Ellen M. Adams*, Charles Nickerson, of same place; 85 tons.

May 1st, *Gertie E. Foster*, Malone, master, of same place; 83 tons.

May 6th, *The Basquaise*, Sevester Chaplin; 73 tons.

May 10th, *The St. Pierre*, of St. Pierre, Girrard, master; 67 tons.

May 10th, *Esperance*, of St. Pierre, LeDoux, master; 61 tons.

May 12th, *Progress*, of St. Pierre, Roual, master; 38 tons.

May 12th, *The Voyager*, of St. Pierre, Robart, master; 100 tons.

May 12th, *The Faucon*, of St. Pierre, Evillard, master; 150 tons.

May 28th, *The Brunhilda*, of Gloucester, Kenny, master; 90 tons.

June 2nd, *Lucille*, of Gloucester, H. Eton, master; 99 tons.

June 2nd, *Frank R. Ratcliffe*, Gloucester, G. W. Nelson, master; 99 tons.

June 3rd, *Margarette*, of Beverly, U. S., Hynes, master; 131 tons.

June 17th, *Alfonse Chas. Audrion*, of St. Pierre, LeFeuvre, master; 59 tons.

June 18th, *The Belle*, of St. Pierre, Henry DeLale, master; 62 tons.

June 18th, *LeMascotte*, of Gloucester, P. Lawrenson, master; 77 tons.

Making a total of sixteen vessels, 1,381 tons, and thirteen hundred and eighty-one dollars paid.

There were vessels obtained licenses at St. Jacques, Harbor Briton and Pushthrough. I don't know how many.

There were twenty-five cases came before me; twenty-two were brought by Commissioner McGrath.

Sub-Inspector Sullivan came on board the *Fiona* on the 20th June, and remained until 1st July, during which time he brought three cases before me.

The *Fiona* was cruising continually, from the time we entered Fortune Bay, until the 1st July, when the *Ingraham* took her place. The only time lost, was in rough weather some three or four days, and the time necessary for coaling. There were a number of Newfoundland bankers and others boarded, coming

out of the Bay. The only one I remember, particularly, was the *Mary M.* We had a good deal of foggy weather during our time in cruising in Fortune Bay. We picked up five vessels, in the thick fog, on the 19th June. They came close aboard of us, and we caught them. There is no question that a great many vessels escaped us in foggy weather.

The *Fiona* kept up constant communication with the coast-guard stationed at twenty different places. These coast-guards were sufficiently close together to prevent hauling herrings, if they chose to exert themselves and do their duty.

I think the system adopted of granting licenses and letting vessels come in to take bait, under the supervision of a coast-guard, was the best plan that could be adopted; provided the men did their duty.

I do not think it possible to prevent the French from getting bait, if the Americans and Canadians are permitted to obtain bait on our coast—especially if they do so on free licenses.

Both French and Americans expressed themselves to me that they would be willing to pay a reasonable license fee, provided it was only levied once a year, and they were permitted to purchase what bait they required. I think a license system would be better than permitting our fishermen to carry bait to St. Pierre, it would avoid the great waste of bait fishes which formerly took place and in a certain measure, prevent smuggling and would ensure a more uniform and better price for bait.

I have had experience for two years in the carrying out of the Bait Act, and the Act has not prevented the French from getting bait to any extent. They have been able to get bait from other sources—Nova Scotia and Magdalen Islands—and it was reported to me that squid (three hundred thousand) had been brought to St. Pierre from the coast of Florida early in the season, long before any squid was to be had on our coast.

The Americans and Canadians in the past have been evading the law and smuggling large quantities of bait to St. Pierre, and they will do so in the future if there is any loop-hole left for them; and, I think, enforcing that law under any system will be very difficult.

[No. 6.]

George Peddle, of Harbor Grace, fisherman, sworn and says:

I was shipped on board the *Mary M.* to serve at the Bank fishery for the present season, with Kenneth Day, master. We left over three weeks ago, and went to Fortune Bay and took our bait at Bay-du-Nord. Do not know the name of the man we got our bait from. He was on board of us, and was on

board at St. Peters afterwards. We took about one hundred barrels of herring for our own bait; had it packed in ice. Don't know how much he paid for it. It was stowed, in the wingpounds, aft. We took other herrings on board at Bay-du-Nord, which Dunn (the second hand) and Moriarty tallied out of her in St. Peters. Dunn said there were 175 barrels and they wanted to pay the crew for 150 barrels and the crew was not satisfied.

While we were taking the herrings on board at Bay-de-Nord, the constable came on board. We took our own bait in the afternoon, and what we sold we took after night. The constable was not there then. There was another vessel taking bait at the same time as we did, and the constable had them thrown overboard. She was not fitted out for the Banks. On coming out the next morning we anchored in the cove where the constable lived. Stayed there part of the day. The constable did not come on board while there. There were a good many herring in the seine, we got ours out of it. There were no French or Americans there for bait, while we were there. On our way to St. Peters we were boarded by the *Fiona*. Mr. McGrath, the Commissioner, came on board; he had the after hatch opened and prodded the dip-net down through the herrings and ice. He called the two men that came with him in the boat, and said "this is the way they iced bait down." There were one or two tubs of ice hove on the top. There was no ice through the herrings; a trifle of salt shook through them. He did not have the main hatch taken up; he did not examine any other part of the vessel, only the hatch. We had two wing-pounds forward full of bait, and two 'midships partly full, and one aft full of bait, besides the pound under the after hatch. He did not examine any of these.

The Commissioner boarded a small craft in our sight; said he had a man on board of her and had her caught. She had fifty barrels of herring on board without anything on them; Commissioner told us so. There were several vessels in sight; it was calm; it had been foggy and cleared for a short time, and then became foggy again.

The Captain sold some of the herrings at St. Peters to a square rigged vessel and the rest to a fore-and-after. I saw them taken out of two or three vessels. I do not know what price they got, but our craft sold for 18 francs per barrel. John Dunn and Moriarty tallied the herrings out of our vessel. Afterwards Dunn said he could not find his tally. He first told all hands that there were 175 barrels taken out of her. The captain wanted to pay the crew for 150 barrels. A dispute arose, the crew would not take it, and did not get paid one cent. They did not threaten the captain to inform on him; the steward was there while we were taking the herring out of her. The Frenchmen helped to take them out and we measured them in a tub.

The captain took his chest and left the vessel at St. Peters on Sunday night, and I did not see him afterwards; he went away from the vessel with Captain Noseworthy.

[No. 7.]

Alfred French, of Courage's Beach, Harbor Grace, fisherman, sworn, and says :

I was shipped in the office of John Munn & Company to serve at the Bank fishery for the present season, on board the *Mary M.*, Kenneth Day, master. We left Harbor Grace about the 28th or 29th of April and proceeded to Fortune Bay, and in Bay-du-Nord we got our bait. I do not know the man's name who we got our bait from. We had about one hundred barrels for our own baiting. The captain took in one hundred and seventy-five barrels besides that some he had salt shook on, and some had ice on them. I do not know what the captain paid for them. There was a boat there getting bait at same time. I do not know how much bait she took. She left before we did, and I did not see her afterwards. I do not know her name, nor the name of her master. She got herrings out of same seine as we got ours. While we were hoisting down our own baiting, a constable, with two men, in a dory, came on board; that was about 2 or 3 o'clock in the afternoon. The captain told him what herrings we were taking for our own baiting. He remained a short time and then went on board of another schooner, and made him throw overboard some of his herring. The constable came on board again and took tea with the captain; he left before dark. After dark, they took on board the herrings before-mentioned, which measured 175 barrels out of her in St. Peter's. I had no hand or part in it myself. After taking all those herrings on board, we went into the cove where Parson Squires and the constable live. I think it is called Pool's Cove, but I am not rightly sure. The wind was heavy, and we lay there for a couple of hours; we then got on our way and beat out of the Bay. Out in the Bay, not far from St. Peter's, we were becalmed. The *Fiona* overhauled us, and an officer came on board, and I rowed Captain Day on board the *Fiona*. Andrew Yetman was with me. I was forward, and do not know what Captain Day did on board the cutter. We remained about half an hour, and returned to our vessel. The officer who came on board was Mr. McGrath, the Commissioner. He had two other men with him. He had the after hatch taken off. He did not get down in the hold; took a dip-net and proded down through the ice. We had the herrings for our own bait in the forward wings. In ship wings we had the herrings that were sold, with a little salt shook over them. The main hatch was not taken up, and no examination was made of the herrings down in the main hatch. We went from that to St. Peter's. The next day, in the evening, the captain sold 175 barrels herrings. He got eighteen francs per barrel for them, and a case of whiskey into the bargain. The captain did not divide the money; he wanted to pay the crew for 150 barrels, keeping twenty-five barrels for himself. The crew were not satisfied. John Noseworthy, master of a sloop, and Captain Day went on shore on Sunday evening; they came on board the *Mary M.* about 5 o'clock, and remained until about 9 o'clock. John Dunn came forward, sent by the captain, to see what the feeling

of the crew was. They were dissatisfied because they had not been paid. Adams went aft and asked the captain to give him some money. The captain refused, but gave him a bottle of brandy. We sat drinking that, and while drinking, the captain took his chest and went on shore. We made search for him for several days, but did not find him.

Captain Noseworthy did not sell his herrings in St. Peter's; he left while we were there and went to sea.

There were three American vessels, with their names canvassed over, that were selling herrings. They got twenty francs per barrel for them. I saw them hoisting them out, but don't know how many barrels. I did not see any others selling. I think there must be a hundred sail of vessels—French, American and English—in the roads.

We put one hundred barrels on board a French brig, and seventy-five barrels on board of a French schooner. The Frenchmen came on board and took the herrings themselves out of the hold. Some of our crew worked at getting them out. Robert Noel, the steward, was there all the time, and saw them taking the herring out of the vessel.

[No. 8.]

**Richard J. Adams, of Riverhead, Harbor Grace, fisherman,
sworn and says:**

I was shipped to go to the Bank fishery, for the present season, on board the *Mary M.*, Captain Day, master. I think we left Harbor Grace on the 29th April, and went to Fortune Bay. We got our bait at Bay-du-Nord. I do not know the man's name from whom we got the bait. We took from eighty to ninety barrels for baiting; and, besides that, we took one hundred and seventy-five barrels, which were sold in St. Peters. John Dunn and James Moriarty kept tally of the herrings going out at St. Peters. The Captain told me he got 18 francs per barrel for the herring. When we were going to settle and each one get his share, Dunn said he lost his tally. The Captain wanted to pay us for one hundred and fifty barrels, and the crew was not satisfied. This was on Saturday, and the Captain left the vessel on Sunday. We went in search of him, but could not find him. Remained at St. Peters until Thursday, when we left for Harbor Grace, and arrived here on Saturday. John Dunn was second-hand. He sent a telegram to Mr. Munn on Monday that the Captain had left.

There were American vessels in the roads at St. Peters. I saw one with her name canvassed over. I did not see them selling herring.

[No. 9.]

George Robinson, Commander, R.N., sworn and says :

I was in command of the expedition from May 26, 1888, until August 18, 1888. On May 30, 1888, I left Placentia in the *S. S. Glover*, which was the only serviceable vessel, as the *Favorite* was in Harbor Briton in an unseaworthy condition. We proceeded from Placentia to Sauker Head, where we struck on the rock and went into St. Lawrence. At St. Lawrence I ascertained that neither boats, men or material could be obtained, either on this coast or in Fortune Bay, unless at a very high cost; and I consider it a fortunate circumstance that we had to return to St. John's. On arrival at St. John's, I obtained permission from the Government to fit out the *Ingraham* for the service, as the *Glover* required considerable repair. I accordingly hired fourteen men for the service, and two gigs, with a tent, a wooden house, and other material. I sailed in the *Ingraham* on June 5, 1888, arriving at St. Lawrence the same night. The *Ingraham*, being an old United States gun-boat, was well fitted for the service, and faster than the *Glover*. On June 6 we landed Sergeant Oliphant and party in Little Laun, with a tent. At 5 p.m. I landed constable Walsh and party at Point-aux-Gaul, and anchored in Lamaline roads. On June 7 I landed constable Power and dory, in charge of constable Miffen, of Lamaline. At noon we proceeded to Lawries, or Great Meadows, and landed Sergeant Cleary. I arrived at Harbor Briton at 7.45 p.m., and ordered the *Favorite* to return to St. John's at once, as unfitted for the service—crew mutinous; boiler leaky. She was not utilized for the future. On June 9 we proceeded to Point-aux-Gaul, and heard that the *Glover* was in St. Lawrence. We communicated with the *Glover* at noon, in St. Lawrence. The *Glover* was in charge of Head-constable O'Reilly. She was sent to Harbor Briton to coal, and ordered to meet us at Dansic Point. On June 12th the *Glover* met us as Dansic Cove, and cruised between that point and Lamaline. We left Dansic Cove on the 12th and proceeded to St. Lawrence, where we took on board Sub-Inspector Sullivan and proceeded to Tites' Cove on 13th. A very few caplin had been seen at Tites' Cove. We then cruised to the westward, boarding vessels as occasion required. About this time the Fortuns Bay people continued to carry a few herring to St. Pierre; but the fish had struck out into deep water about 23rd June, and there was no caplin on the shore that we knew of. On June 13th we proceeded to Harbor Briton to coal. On June 15th we placed constable Newhook and a man at Deadman's Cove, and sailed for Grand Bank and Burin. On June 16 we landed sergeant Smith and constable Kent at Tites' Cove and proceeded, cruising and boarding vessels. On June 18 caplin struck into Little Laun in small quantities. Thirty-two vessels at anchor waiting for bait. June 19th—No caplin at John the Bay, Mortier or Tites' Cove. A little caplin struck into Lamaline this day. June 20—St. Pierre full of bankers waiting for bait. Many have sailed for St. George's Bay, and others are reported for the northern peninsula. On June 20 seized the *Mary Ann*, Dollymount, master; towed her to Burin. He was tried and convicted

before James Hippisley, Esquire, Stipendiary Magistrate. This vessel was condemned and ordered to be sold—and sold for, I think, five hundred dollars—and the master condemned to five hundred dollars fine or three months' imprisonment. June 25th—No bait at St. Pierre or Miquelon. Bankers sailing with old salted squid and herring. Very little caplin on the shore between Tites' Cove and Dansic Point. On 26th we went to Harbor Briton to coal. On 27th we proceeded to John the Bay; blowing heavy gale of S. E. wind. Obligated to anchor in Spanish Room, Mortier Bay. We found that twenty bankers, English and American, had baited in Red Cove and John the Bay. June 28—A heavy sea outside. No vessels in John the Bay. Proceeded to St. Lawrence, where urgent telegraph took us to Lamaline. Grand Bank schooners anchored here. June 19th—Chief-constable O'Reilly telegraphed he had detained *Kitty Rye*. Proceeded to Dansic Point to meet him. June 30th—Communicated with *Glover* off Fortune. O'Reilly informed me he had taken the case before G. Simms, Esq., Stipendiary Magistrate at Grand Bank, who had fined the captain twenty dollars and released the vessel—the fine having been paid. No other case under the Bait Act was brought before the Stipendiary Magistrate at Grand Bank, as his case produced a very bad effect on the people. We afterwards ascertained that the caplin struck in Grand Beach, Bay L'Argent and other points about the 20th June, and were carried to St. Pierre in some quantities. July 1st—St. Pierre reported to be full of bankers, and no bait obtainable. I noticed seventeen French bankers sailing for the eastward. July 19—Proceeded to Harbor Briton. The schooner *Eliza*, Philip Farrel, master, proceeded against before Mr. Hubert; the prisoner pleaded "guilty;" the boat *Mary Ann*, John Collins, master, who admitted hauling and carrying bait to St. Pierre. The schooner *Warrior*, John Mullins, master, pleaded not "guilty." Schooner *Telegraph*, John Pitman, master, pleaded "not guilty." Judgment. Schooner *Eliza*, Philip Farrel, master, confiscated to the Crown, and fined three hundred dollars or two months' imprisonment. Schooner *Mary Ann*, John Collins, master, confiscated to the Crown—three hundred dollars or two months' imprisonment. The schooner *Warrior*, John Mullins, master, confiscated to the Crown and fined four hundred dollars or two months' imprisonment. The schooner *Telegraph*, John Pitman, master, was found guilty, and ordered to enter into recognizances for the sum of three hundred dollars, to appear for judgment when called upon. July 5th, boarded the French banker *Bait Bill*, off the Lawn Islands. July 7th, proceeded to Burin to meet the *Leopard*, with the mails. From information received, proceeded for Cape St. Mary's. July 9th, boarded the French schooner *Le Caplin*, off St. Mary's. From information obtained from this vessel, stood into the cove and seized *La Virginie* and *L'Amazon*; towed them to Placentia. They were adjudicated on before the magistrates July 17th. Towed both vessels over to Burin and dismantled them. On July 19th, stopped off Laurois, and communicated with *Glover*. 11.15 a.m., anchored in Lamaline roads; ordered the *Glover* to proceed to St. John's, as her services were no longer required. She was ordered

to call at Cape Cove and Lance Cove, Cape St. Mary's, to see if any French vessels were about. On July 20th, preparing to arrange crews for the protection of the squid. Anchored in Laud's Cove, and made arrangements for a boat to be left there. Landed Constable Mifflin and party. July 21st, anchored off Laurois, and took on board the first gig and crew; proceeded to Corbin, built a house and landed the crew and first gig. July 22nd, coaling ship at Burin; landed Constable Wheeler and party in the doctor's store. July 29th, reported at Grand Bank that three cargoes of squid had arrived at St. Pierre from Nova Scotia, selling from four to one franc per hundred. Large quantities of squid reported on the Grand Bank. Nothing further occurred of importance till I left the *Ingraham* August 18th.

With regard to the effect of the caplin protection carried out during the year 1888, on the Peninsula, embraced between Bay L'Argent in Fortune Bay, and Bay-de-John, in Placentia Bay; it may be said, that, although several vessels were seized in the act of taking caplin out of Fortune Bay, yet, the service cannot be considered to have been effectively carried out, owing to the limited land service which prevented me from landing a party at Grand Beach—one of the principal hauling-places in that Bay—in the same way the coast on the northern side of Placentia Bay was unprotected—at John-de-Bay and Lance-aux-Barque—which enabled American and Nova Scotian schooners, besides our own vessels, to take away considerable quantities of caplin; but, the whole amount transported to St. Pierre was not in any way sufficient to supply their wants. On the Cape St. Mary's shore it has been reported that several vessels obtained bait for the French; but, I believe, that the seizure of the two French schooners had a salutary effect in preventing others from following their example. The principal drawbacks in carrying out this service may be gathered under four heads, namely,—First: The difficulty of obtaining good information as to the probable route of bait carriers. Secondly: The detention necessitated by the vessels having to cross Fortune Bay to bring offenders before the Court, and the long delays which took place during the trials of the prisoners. Thirdly: The difficulty of obtaining precise information, when and where, the caplin struck in, and the long distances the vessels had to travel to reach the hauling-grounds. Fourth: The serious effect produced on this service by the giving up of all the vessels, but one, which had been seized and condemned, owing to the faulty construction of the Act.

There can be little doubt that the speedy release of many of the prisoners led the bait smugglers to believe that the law would not be carried to its legitimate extent, and that the violation of this Act might be carried out without any serious risk of forfeiture or imprisonment; and there can be no doubt that unless the vessel can be lawfully confiscated, this Act will be of little force.

I may also remark that, from July 8th until July 20th, the *Ingraham* was detained at Placentia during the trial of the French vessels, and, consequently, only one vessel was engaged in protecting the caplin over the whole coast line.

In the year 1889, the steamer *Fiona* was ready for sea, with land parties on board, and equipments, to sail for Fortune Bay. Unfortunately, the ice came in and detained us until the evening of March 9th, when the vessel had some difficulty in getting out of the Bay. We arrived at Burin at 6 p.m. on the 10th March, and ascertained that the *Curlew* was at Black River with Sub-Inspector Sullivan on board. We arrived at Black River on the 12th, and the *Curlew* returned to St. John's. Several vessels were prevented by me from taking cargoes of herrings out of the Bay, including the French schooner *Violet*. On the 16th, in Fortune Bay, we boarded the *Ocean Star*, full of herring, bound to St. Pierre, out of Belle Bay; but were unable to interfere, owing to her clearance. The *W. D. Daisley* was at that time loading with salt herring at Bay-du-Nord, and a number of vessels had loaded and taken salted herring to St. Pierre, a large portion of which, no doubt, was utilized for bait purposes.

- (1.) The *Rushlight*, Farvacque, master, 1,500 barrels.
- (2.) The *Mary*, Pionen, master, 2,000 barrels.
- (3.) The *Robert D. Rhodes*, White, master, 1,200 barrels.
- (4.) The *Ocean Star*, Marvine, master, 2,500 barrels.
- (5.) The *W. D. Daisley*, Pius McDonald, master, 1,800 barrels, making in

all 9,000 barrels herring exported to St. Pierre in February and March. Three or four of these vessels were probably owned in St. Pierre, and the rest American. On March 18th, Sergeant Cleary and party were landed at Rencontre, in Fortune Bay. On Tuesday, the 19th, communicated with the schooner *Percy Roy*, bait protection, Constable Walsh in charge. At his instance I seized the *Blue Field*, Nova Scotian schooner, and towed her to Harbor Briton. Charge dismissed. March 21st, visited Round Harbor and Gaultois; fitting out steam-launch. March 22nd, placed Constable Aspell and crew at Round Harbor. Crossed Fortune Bay to Lamaline, to communicate with Burin. Left Lamaline at daylight of the 23rd, and proceeded to English Harbor East; found no Frenchmen there. Returned to Harbor Briton. March 25th, sailed for St. Lawrence and Burin. The 26th, heavy gale; moored in Burin. March 27th, proceeded to Placentia and landed Sergeant O'Brien and Constable Hogan. March 28th, proceeded to Harbor Buffett, having heard that a large quantity of herring had struck in. March 29th, a storm of S. W. wind; forbad the *Edaie* schooner, of Prince Edward Island, to load herring in bulk. March 30, proceeded to Indian Harbor and the Middle Tickle. Stopped off Brewley and landed; plenty of herring, but no vessels. Proceeded to Burin; blowing a heavy gale. April 1st, went to St. Lawrence and Harbor Briton. April 2nd, proceeded to Belleoram, payed off the *Percy Roy*, and landed second gig and Constable Andrews at Pool's Cove. April 4th, proceeded to Rencontre and Connaigre, landed a party in Dawson's Cove, and proceeded to Hemitage Bay, boarding vessels. April 6th—Proceeded to Saint John's by order of Government. April 10th—Left St. John's, and arrived at Harbor Buffett on the 11th, at 9 a.m. Landed Constable Forward to protect bait, and then proceeded to Oderin. April 12th—Proceeded to Great Laun and St. Pierre. The harbor full of bankers. Went on to Harbor Briton, board-

ing vessels on the way. April 16th—Proceeded to Belle Bay; landed R. Lewis, mate and party at Cinque Isles. Herring were scarce in the Bay. April 17th—At Belcoram. Connaigre and Gaultois boarded vessels on the way. No herring in Hermitage Bay. April 19th—Proceeded to Dansic and Burin. We heard that the *modus vivendi* had been continued. Went into Placentia Bay, boarded several vessels and returned to Dansic Point. April 22nd—Seized *H. S. Cluett*, Albert Cluett, master, in Fortune Cove; towed her to Harbor Briton. April 23rd—Albert Cluett fined three hundred dollars or three months' imprisonment. Caleb Tulk fined thirty dollars or two weeks' imprisonment, and his vessel let go free. April 24th—Shifted the steam-launch from Round Harbor to Push-through. April 26th—Boarding vessels in Fortune Bay at 7 p.m.; seized the *Mary Bridget* off Dansic Point and sent her to Harbor Briton; boarding vessels in a fog all the 27th, we anchored in English Harbor, East. April 28th—Proceeded to Harbor Briton, tried the case of John Smith, master of the *Mary Bridget*; convicted and fined three hundred dollars or three months' imprisonment (from memory.) April 29th—Took Sergeant Cleary to Bay L'Argent, his family dying of diphtheria; stopped off Grand Bank. April 30th—Boarding vessels in mouth of Fortune Bay. May 1st—Boarding vessels all day; we anchored in Belle Harbor. Three Americans reported to be there. May 2nd—Went to English Harbor, and heard that the French fleet left St. Pierre between the 25th and 27th of April, with very little fresh herring. Went on to Great Connaigre; shifted crew from Dawson's Cove to Great Harbor. Steamed to Pass Island and boarded eight vessels. May 4th—At Pushthrough and in DeEspoir Bay; steamed back to Harbor Briton and blew out boilers; grounded vessel for repairs. May 8th—Steamed out to Brunette; off Pass Island, boarded *Martha Jane*, of Fortune; very suspicious. Boarding vessels in the mouth of Fortune Bay; anchored in Lamaline at 10 p.m. May 9th—Proceeded to Burin, boarding vessels. May 10th—Cruising between St. Lawrence and St. Pierre, anchored in Brunette for the night. May 11th—Boarded the *Four Sisters* and sent her to Harbor Briton. Boarded the *Fisherman's Friend* and sent her to Harbor Briton. We next boarded the *Marcella Theresa*. She was also sent to Harbor Briton, with the *Morning Star* and *Waterlily*. At three o'clock, p.m., we took the *Marcella Theresa*, *Morning Star* and *Waterlily* in tow and proceeded to Harbor Briton. May 13th—In Court all day; Richard West fined four hundred dollars or seventy days' imprisonment; William Banfield, four hundred dollars or seventy days' imprisonment. The masters of the other vessels were discharged. There was an order from the Attorney General that all the vessels were to be liberated. May 14—Boarding vessels in the mouth of Fortune Bay, observed the *Lady Glover* off Dansic Point, and communicated with her; the *Fiona* being the only steamer up to this date. Boarded vessels all day; anchored in Lamaline that night. May 15th—Heavy swell and dense fog all day. May 16—Boarded the *France*, of St. Pierre, off Lawn Head; anchored in Mussel Harbor, Placentia Bay, took up Constable Forward from Harbor Buffett and went back to Burin. May 17th—Proceeded to Little Laun,

built a house and landed Constable Forward and crew in the Hauling Cove. Went on to Dansic. May 18th—Seized the *Violet*, John Day, master, and the *French Fisher*; towed her to Harbor Briton. They were both condemned, records in Harbor Briton. May 19th (Sunday)—Boarded the *Vester*, of Burin, with no license; boarded the American schooner *S. H. Prior*; very suspicious. May 20th—At the Court House, Patrick Farrel fined one thousand dollars, or five months' imprisonment; Wesley Lake fined one thousand dollars, or five months' imprisonment; fined the crew forty dollars, or thirty days' each; Thomas Grandy, five hundred dollars, or three months' imprisonment; William Grandy, forty dollars or thirty days' imprisonment. May 21st,—Boarding vessels off Pass Island and Pushthrough; steamed for English Harbor West, and boarded two Americans at anchor; went on to Belleoram, boarding vessels. May 22nd, 6 a.m., arrested Arthur Cluett; took him to Harbor Briton. Steam- ed up to Cinque Isles, took the house down and the crew off; herrings struck out into deep water; went on to Harbor Briton. In Court House at midnight; fined Arthur Cluett 650 dollars, or one hundred and ten days' imprisonment for baiting the *French Fisher* with about four hundred barrels herring, contrary to law. May 23rd—Boarded two American schooners in French Harbor, took up the Rencontre crew and proceeded to Grand Beach. May 24th—Landed Constable Dwyer and crew; blowing and raining, and thick fog, 2 a.m. May 25th—The ship dragged and grounded; steamed out and went to Harbor Briton to coal; 6.30 p.m. steamed out of Harbour Briton, and stopped between Miquelon and Cape LaHune. May 26th, 3 a.m.—Boarded the *Esther C.*, American; 9 a.m., steamed for Connoire Bay; 5.30 p.m., anchored in Connoire; found that the herring had struck out, having spawned about the 20th May. Four vessels had baited there; the herring had only been in ten days. May 27th—Returned to Harbor Briton. May 28th—Received copy of new Bait Act; proceeded to Boxy; boarded two Americans off Blue Pinion, and went into Saint Jacques about herring that were barred; anchored in Rencontre. May 29th—Proceeded to Little Bay, boarding vessels; nine hours; anchored in English Harbor East; no sign of schooners; eleven hours; went into Long Harbor; anchored in Anderson's Cove; 2 p.m., went on to Pool's Cove. May 30th—Went to St. Jacques and Harbor Briton; noon, proceeded to Dansic Cove, met the *Glover* with a prize in tow; 4.50 p.m., stopped off Lawries Beach, landed Constable Aspel and party; went on to Lamaline roads. May 31st—Landed party at Lamaline; at 7.20 a.m., landed party at Lord's Cove; went on to Placentia, owing to a copper pipe having burst; 7 p.m., anchored in Placentia. June 4th, 8.20 p.m.—Ran through the Gut and steered for Lamaline. June 5th—Observed Pass Island on the starboard bow; boarded the *Jessie Foote*, banker; went into Pushthrough, took up the steam-launch and crew and proceeded to Connaigre. June 6—Took up Connaigre crew and went to Harbor Briton; hauled up the launch. June 7th—steamed over to Fortune and saw Mr. Haddon, Custom House Officer, on issuing licenses to carry bait; boarding vessels in the mouth of Fortune Bay; communicated with *Lady*

Glover in Dansic Cove, and went on for St. Lawrence; S.E. gale, put her head to sea. June 8th, 6.15 a.m.—Made the Brandies, off Rock Harbor; went into Tites' Cove, landed Constable Fitzgerald and crew; at 10 a.m., went on to John de Bay Harbor, and landed Constable Crane and crew; proceeded to Burin, having placed all the parties for the caplin protection. June 10th, 11 a.m.—Went on to Laun and Lord's Cove; 3.50 p.m., anchored in Lamaline five hours; weighed and proceeded to Cape St. Mary's. June 11—Stopped in Branch, boarding vessels; 2.50 p.m., anchored in Placentia; one hundred and twenty vessels in the roads. June 15th—Proceeded to John de Bay and Tites' Cove; no bait anywhere; 3.40 p.m., anchored in Burin. June 16th—Blowing and raining heavily. June 17th—Went to Little Laun and Dansic, communicated with *Lady Glover* and steamed to Harbor Briton to coal. June 19th—Proceeded to Grand Beach; caplin plenty. One p.m., seized David Hipditch with a boat load of caplin; threw them overboard; 4.40 p.m., seized the craft of John Hillier and took her in tow and went to Lamaline, chasing a vessel; 7.10 p.m. boarded the *Happy Return*, and threw her caplin overboard. Steered for Burin. June 20th—John Hillier fined four hundred dollars or three months' imprisonment. At noon attempted to go to sea; heavy gale. June 21st—Steamed out to Sauker Head in a very heavy sea. Bore up for Placentia. June 22nd—Steamed to Branch and St. Mary's Keys, boarding French vessel off Cape English, *Victoreen*, of St. Pierre. We were at sea all night. June 23rd (Sunday)—We got into shoal water off Lamaline and stood to the southward, blowing hard. June 24th—Went into Burin harbor at eight o'clock a.m. Then went on to Fox Cove, Tites' Cove and John-de-Bay; found caplin very scarce. From the 19th to the 27th, continuous stormy weather, with dense fog; 5.30 p.m., anchored in Placentia; Grand Bank schooners reported to be taking caplin from Golden Bay. June 25th—Four hours steamed for Cape St. Mary's; 8 p.m., boarding American schooner in Cape Cove; went into Golden Bay, and anchored in Branch. June 26th—Proceeded to Cape English and Cape Pine; boarding vessels off Cape Pine; 2.20 p.m., steered for Chapeau Rouge; 6.30 p.m., boarded two schooners from Coombe's Cove and English Harbor. June 27th—Boarding vessels off Roundabout; no bait; 3 p.m., noticed two dories towing another dory with old salt caplin, over to St. Pierre; sunk her. Went on to Harbor Briton. June 28th—coaling ship; 3.30 p.m., proceeded to Dantzic. June 29—Cruising between St. Pierre and Lamaline; no caplin; 5 p.m., went on to Burin. June 30th—At 9.30 p.m., (Sunday) *Lady Glover* arrived with a prize; proceeded to sea at midnight. July 1st—Seven hours; looked into Cape Cove and Golden Bay and observed two French vessels steering in. At four o'clock, boarded *Mercurie*, of Havre, cruising in the Bay. July 2nd—Went into St. Mary's and saw the magistrate. Ten hours; proceeded to Cape St. Mary's and Placentia. July 3rd—Steamed to Tites' Cove and John-de-Bay; took Constable Crane to Burin to make a deposition, and to obtain a warrant for the arrest of John and Frederick Tulk of Fortune, for taking bait on board without a license; and for

threatening and intimidating the said constable Crane and his crew, and preventing them from searching the vessel; she having on board a quantity of caplin, as he believed. July 4th—Proceeded to St. Lawrence and Roundabout; communicated with the *Glover* on her way to Burin for coal—boarding vessels. Anchored at 7.30 p.m., off Fortune. July 5th, 7 a.m.—Stopped off Grand Beach; no caplin here since 25th June. Went on to Harbor Briton to coal ship; 10.30 a.m., anchored at Harbor Briton; coaling ship. At 5.40 p.m., we cast off and proceeded to Dantzic. July 6th, 4 a.m.—Boarding schooners; 11.20 a.m., went into Lamaline and communicated with the *Glover*. At 1 p.m., we proceeded to Burin for the mail. Heavy gale all the 7th and 8th. July 9th, 8 a.m.—Proceeded to Cape St. Mary's; boarding vessels in Golden Bay and Cape Cove. July 10th—Proceeded to Holyrood and Peter's River; there had been plenty of caplin in these Bays during the past six weeks, but no vessels looking after them. Hove to off Cape St. Mary's all night. July 11th—Went into Placentia and crossed to St. John's to communicate with the Government. July 14th, 7 a.m.—Proceeded to Burin with Judge Prowse. July 15th—Proceeded to St. Lawrence; Examining witnesses in a wreckage case. July 16th—Proceeded to Burin to land witnesses; went back again to St. Lawrence. July 18th, 5 p.m.—Weighed anchor and proceeded to Laun and Lamaline; cruising up the coast observed batteaux fishing on Bob's Rock; ordered French fishing boats to cross over to their own water. Cruising off Green Island; 8 p.m., anchored at Grand Beach and proceeded to Lawries; took up crew and went to Lamaline; took up Lamaline crew and went to Lord's Cove; took up the crew and proceeded to Little Laun and anchored in St. Lawrence for the night. July 20, 5 a.m.—Proceeded to Burin, landing boats and stores in the Jersey Rooms; 10 a.m., proceeded to John-de-Bay; lifted crew and went to Tites' Cove; lifted crew and anchored in Burin for the night; landing boat and stores. This is the conclusion of the caplin season, which was short and broken all over this Peninsula. The French obtained very small quantities and in lots that were practically useless, excepting for the shore fishery. July 22nd—The *Glover* arrived at Burin 10 a.m., and sailed at 3 p.m., with Judge Prowse and all the shore parties; 3.50 p.m., proceeded to Corbin; 7.10 p.m., anchored in St. Lawrence. July 23rd—Five hours; a.m., weighed anchor and proceeded to Laun; weather very bad; 7.10 a.m., anchored in Great Laun; 6.30 p.m., proceeded to Lamaline; reported no squid on the Banks. July 24th, 5 a.m.—Proceeded to sea, steering for the Plattes; 4 p.m., anchored in Hare Bay. July 25th, 4 a.m.—Proceeded to Harbor Briton to coal; 5.30 p.m., proceeded to Dantzic; boarding vessels. July 26th—Cruising between St. Pierre and Lamaline; 6 p.m., anchored in St. Lawrence; eight hours; anchored in Burin; plenty squid here but none on the Banks. July 27th, 5 a.m.—Proceeded to East Broad Cove and Rushune; very little squid; 11.40 a.m., stopped in Tites' Cove; squid struck in; 1 p.m., went on to Burin and anchored. July 29, 1 p.m.—Proceeded to Laun; cruising between St. Pierre and Point May; boarding craft; anchored in Dantzic Cove. July 30th, 5 a.m. weighed and

proceeded to Green Island, then steered in for Bob's Rock and seized two batteaux, men named, Clammance and Pervawche; took them to Burin; occupied at Court for five days, awaiting instructions from Attorney General. August 4th—Received instructions to tow the French batteaux back to St. Pierre waters. August 5th, 8 a.m.—Weighed anchor and towed batteaux into French water; cruising off the Cock Bank and Dantzic. August 6th, 11 a.m.—Anchored in Lamaline; 2 p.m., steered out for St. Pierre; 35 bankers in the Roads tead-cruising off Gallantry Head. August 7th—Boarding vessels off St. Pierre; found that they all had simply a baiting; were going to St. Pierre, so that I was unable to interfere; 8 p.m., anchored in Lamaline. August 8th—Cruising between St. Pierre and Point May. August 9th—Boarding vessels in the entrance of Fortune Bay, observed a French man-of-war cruising in the Strait; 9.30 a.m., steamed for Burin and Tites' Cove, and anchored in Mortier Bay. August 10th—Proceeded to John-de-Bay and East Broad Cove; large quantities of squid, but no vessels; anchored in Burin. August 12th—Proceeded to St. Lawrence; 2 p.m., boarded the *Hero*, of St. Pierre; very few squid on the Banks. Went on for Green Island, boarding vessels coming out of Fortune Bay, with squid baitings in small quantities, all going to St. Pierre; could not interfere. August 13th—Noticed French man-o'-war cruising in the Straits; 8 a.m., seized the *Annie*, Richard Dollymount, and sent her to Harbor Briton; seized the *Belle*, John Smith, master, and sent her to Harbor Briton; 4.50 p.m., anchored in Harbor Briton. August 14 and 15—Detained in Harbor Briton, counting squid and proving the case before the magistrate; parties convicted and fined thirty dollars or thirty days' imprisonment. August 16—Proceeded to New Harbor and Cul de Sac; anchored in Harbor Briton for the night. August 19—At noon, proceeded to Dansic, cruising off Lamaline; dense fog. Went on to Burin. August 18th—At 2 p.m., anchored in Burin. August 19—Went to Ferryland Head and Lamaline, cruising off St. Pierre; 6 p.m., anchored in Fortune Bay. The inner harbor of St. Pierre was to-day full of vessels laid up for the winter; some squid had been taken out, but only in small quantities. August 20—At five o'clock, proceeded to Belleoram, boarding vessels; anchored in St. Lawrence at 8 p.m. August 21—At five o'clock proceeded to Burin; found here the *Vidette*, of Gloucester, with one hundred and twenty thousand squid on board. The master said "that he could not sell them in St. Pierre." I could not ascertain with certainty where they were obtained. The master said, "he obtained them at Cape Breton;" 10.30 a.m., proceeded to sea, cruising off Lamaline and crossing to Placentia; 5 p.m., anchored in Placentia. August 23rd—Proceeded to the Mortier Bank, boarding vessels; 4 p.m., on Offer grounds, off Ferryland Head. Steered up for Green Island; dense fog. August 24th—In dense fog. August 25th—11 a.m., fog lifted, and we went boarding vessels; 6.30 p.m., anchored in Brunette. August 26th—5 p.m., proceeded to the eastward, boarding vessels with only their baitings going to St. Pierre; 3 p.m., anchored in Bay L'Argent. August 27—At five o'clock, weighed anchor and proceeded to Belleoram, boarding

schooners off Dantzic Point and Miquelon; anchored near Shoal Bay. August 28—At five o'clock, proceeded to Dantzic, boarding boats off Bob's Rock. Newfoundland craft standing along the St. Pierre, Miquelon, shore, with from six hundred to a thousand squid on board of each. They were in French waters, and I could not interfere with them; 2 p.m., observed a French steamer inside the Brandies, steering for High Beach; boarding vessels off the Laun Islands; anchored in Roundabout. August 29th—5 p.m., proceeded to Lamaline, boarding vessels outside St. Pierre; 11 a.m. seized the *Bonaventure*, with four thousand squid on board, and sent her to Burin; 12.40 p.m., seized the *Annie Louisa* and sent her to Burin; 3.30 p.m., seized the *Speedwell*, and sent her to Burin; chased a large boat, but she threw her squid overboard; 8.20 p.m., anchored near Swale Island. August 30—At five o'clock, we proceeded, boarding vessels; 9.20, anchored in Burin, trying cases in Court; two of the masters took their bait beyond the territorial waters, and therefore were discharged. The *Bonaventure* got her bait on the Mortier Bank, and the master was fined thirty dollars or thirty days' imprisonment. August 31—At five o'clock, proceeded to the Mortier Bank, boarding vessels; 11 a.m., stopped close to the Laun Islands, boarding boats; 6.30, anchored in Grand Bank; at 11 o'clock, weighed anchor and proceeded to Harbor Briton; at four o'clock, anchored in Harbor Briton. Shifting coal out of bunkers. September 3—8 a.m., proceeded for Green Island. Boarding vessels on the Offer ground, Lamaline; they had about eighty thousand squids on board; they were all jigging, but we could not interfere. September 4, at five o'clock, proceeded to Burin. No squid to be heard of near there; 4 p.m., stopped off the Laun Islands; no squid. Went to Offer ground, but all the vessels gone; 7.30 p.m., anchored in Dantzic. September 5—At six o'clock, proceeded to Brunette; examining copper on bottom of vessel. No squid on the coast. Sept. 6—Proceeded to Harbor Briton, where squid are reported; found none. Went on to Devil Bay, New Harbor and Francois. Very little squid. September 7—dense fog; at 8 o'clock, proceeded to Miquelon Rocks and Lamaline; no squid in shore; fishing with herring. September 8th, (Sunday) 6 a.m.—Proceeded out and seized a boat, James Cuswick, master, with two thousand squid and two women; landed the latter at Lamaline. At 8.20 a.m., seized a boat owned by John Wagg, with twenty thousand squid; sent her to Burin; 9.30 a.m., seized a boat, Thomas Flannigan, master, with a quantity of squids and towed her into Lamaline; 1 p.m., went out and threw the squids over-board from another boat. After four o'clock, took the two boats in tow and proceeded to Burin; 5.30 p.m., boarding vessels off Chamber Point; at 8 o'clock, anchored in Burin; boarding the *J. E. Lake*, found that W. Tulk had left her. September 9th—At the Court House: James Cusick, John Wagg, Thomas Flannigan; fined—ten, twenty and thirty dollars each, or the same number of days' imprisonment. September 10th—Boarded the American schooner *Bidette*, prepared to buy herring, squid or anything in the shape of bait; 10 a.m., went to sea; boarding vessels on the Mortier Bank; very few squid, but very large; noon, went to

the Cluie Bank; 2.20 p.m., on the level ground; no squid on these banks; 4.30 p.m., boarding vessels at the Laun Islands; 6.30 p.m., anchored at Point-aux-Gauls. September 11—Went out to Offer ground of Lamaline; no squid; 8 a.m., steered for Dantzic and Harbor Briton; took on board the steam-launch, coal-bags and stores, and proceeded to Dantzic. September 12th, 7.30 a.m.—Anchored in Burin, not having seen any vessels; landed steam-launch and stores at the Jersey Room. September 13th, 10.40—Proceeded to Baine Harbor and telegraphed to Black River; 4 p.m., S.S. *Ingraham* came in with mails; 5 p.m., proceeded to Placentia. September 15th—Shifting coal from under the saloon; boats away for water, which we could not obtain. September 16th—Shifting coal; this was necessary, as the coal was heated under the saloon; 6 p.m., we finished shifting coal; midnight proceeded to sea. September 17th, 7.30 a.m., anchored in Burin to obtain lumber for bulk-head, under saloon; 9 a.m., proceeded to Little St. Lawrence, blew out boiler, watered ship and commenced building bulk-head and stowing ballast. September 20th, 11.45 a.m.—Proceeded to St. Lawrence and on to Harbor Briton to coal. September 21st coaling ship. September 24th proceeded out at 8.30 a.m., and anchored in Pass Island Tickle at noon; 2 p.m., went on to Pushthrough and Grand Jarvois, where we anchored. September 25th—Proceeded up to North Cove, where we found three schooners jigging squid; went on to Long Tickle and Dragon; went up Fachieux after two schooners; 2.15 p.m., went into New Harbor and Rencontre; no squid; 4 p.m., proceeded out, steering for the Platte Rocks; 8 p.m., stopped off Dantzic. September 26—Cruising off St. Pierre, observed very few vessels in the Roads; no fishing boats out; 1.20 p.m., boarded a French schooner off Little Laun; went into Great Laun, and found here the French schooner, *Albert M. Michael*, Honanioux, master; 4 p.m., left for Burin; 6 p.m., anchored in Burin. September 27th, 7 a.m.—Proceeded to St. Lawrence; no squid; blowing from the S. S. west. September 28th—A gale of S. W. wind, and rain; 4 p.m., weighed anchor and proceeded to Burin; 9.30 p.m., proceeded for Cape St. Mary's; midnight sighted the light. Sept'r. 29th, 2.10 p.m.—Passed Cape Spear, and anchored in St. John's, having finished the Service for that year.

Question 1.—On the fitness and desirability of the S. S. "Fiona," for carrying out this Service.

As this vessel was chosen by me and surveyed, docked, fitted out and brought across the Atlantic to St. John's, it will be needless for me to say that I approve of her. There are however certain facts that should not be overlooked in considering her fitness.

1. Built by Campor & Nicolson of Gosport under inspection of the highest class, Lloyds'. Engines by Day & Summers of Southampton. She was re-surveyed for sale by Lloyds' on the slip at Southampton, and obtained a speed of upwards of eleven knots on the measured mile in the Solent against wind and tide. In September, 1889, she made eleven knots between Cape Race and Cape Spear.

2. As regards construction, she has an English oak frame with 5 in. and 3 in. spaces, but closer forward, her bottom is rock elm, topsides, teak, with two full decks excepting the engine and boiler compartment. She was built regardless of expense.

3. She came from Falmouth to within forty miles of Cape Spear, surrounding the tail of the ice near the Virgins in nine days but a heavy S.E. and S.W. gale prevented us from making St. John's before the eleventh day.

She sailed from St. John's, March 9th, 1889, and returned on September 30th, 1889, a period of two hundred and twenty-five days, engaged in the Bait Protection Service, during which time the steam was down, for cleaning boilers, &c., about eight days. The engines were never stopped for repair of machinery or by the request of the engineer, and the only necessary repair was simply the brazing of the saltwater pipe, injudiciously connected with the blow-through of the boiler, shaken by vibration.

In 217 days she made nearly five million revolutions of the propeller and covered nine thousand one hundred and eighty miles (9180) as measured on the chart, not taking into consideration the sinuosity of her route, the numberless turnings in harbors and out, and her cruising from vessel to vessel.

The machinery was in excellent order when she returned to St. John's, and the hull and deck in good repair.

She burnt about two and a quarter tons fuel for each day engaged, and may be considered as remarkably economical; probably covering more ground with a pressure of 50 lbs. of steam, from Welsh coal, and moderately smooth water, making a little over nine knots, than any vessel of her size between this port and Florida, or on the Atlantic face, per cwt. of coal expended in a given distance.

The pressure was generally kept at 50 or 55 per square inch, and when circumstances required, raised to 60 or 65, chasing or making a passage.

I may remark that her windlass, anchor gear, chains and anchors are all above any Lloyds' requirements.

She never failed to overtake any vessel that she chased.

The total expense of the vessel, per day, will probably be \$53.

Question 2.—On the fitness of the "Lady Glover" for this Service.

It would be advisable that this question should be put to Sub-Inspector Sullivan, as he was constantly in her, and I only went to St. Lawrence in her, and back to St. John's in 1888.

There is, of course, no comparison between this vessel and the *Fiona*, as age of hull and machinery militates against any wooden ship, and she was never intended to be fast; her weight and build (fitted for the ice) preclude it. But she is, probably, capable of eight and a half or nine knots when her bottom is clean; and suitable for the service.

Her expense of running, owing to the old type of engines and boiler, is considerable. I understand that her hire was about \$80 per day, and I fail to see how she could be run for much less; her coals alone will cost \$24. The *Ingraham's* expense was a little more, I understand, but she was faster in 1888. Since then, chocks below water have been placed in her, and reduced her speed.

The *Lady Glover* is the best of the eastern vessels for service, if she is clean, as the weed on her bottom seriously retards her. I have made this remark independent of the *Curlew* or coastal steamers, considering them to be out of the question on account of expense. (See *Jeanie Foote*.)

Question 3.—Land Parties: their use and value, Practical Efficiency and Drawbacks.

Land parties were introduced by me in 1888, for the protection of the caplin on the peninsula between Bay L'Argent and John-de-Bay, Placentia Bay, and in Fortune Bay in 1889.

It must, however, be remembered that this form of protection is more deterrent than actually aggressive, and has only been carried out efficiently in conjunction with the vessels. A shore party is unable to follow a vessel filling up from a number of boats, or making a sudden haul and off to sea. No shore party has captured a vessel, or produced sufficient evidence to do so, except in one case. Their work is exhibiting the law, deterring men from breaking it, but their power ends there. In Newfoundland this is generally sufficient to make the many hesitate, but not all, and it is the lesser number who wilfully transgress that we want to catch.

This is too evident to require expansion. The boat or dory goes alongside the boat or schooner, and takes the name of the vessel and master, and, if possible, sees them off with their proper allowance of bait; but they cannot follow them after. They may, and I know they have gone into some other cove and filled up for St. Pierre. The shore party must be supported by the moral force outside, or be supplied with more extended motive power to be efficient.

Is it to be supposed that a large banking schooner would permit a dory and three or five men to seize her. No, they would not; but the banker is nearly always obliged to employ a bait-hauler, and he is at our mercy. The consequence is, they are obliged to study the interest of these men, and take their allowance, hoping, if they are bent on smuggling, to fill up in some retired harbor, where they will not be examined.

This has been our difficulty the past season—the shore parties were too few and out of reach of one another, and the constant fogs prevented their seeing the entrance to the reaches.

On the whole, I am quite satisfied with the working of these parties as a preventive; but they require extension and support; distinctive badge or uniform; and the constable, sergeant, officer or person in charge of the party, a commission to act, seize, administer an oath and examine the crew of the vessel.

Nothing need be said of the past on this essential point; but nothing can be done without it. The officer *must* produce his authority to command obedience and respect.

This is evidently a far less expensive method of protection, as it merely means a house, a boat, food and wages; but it will not stand alone. If we go a step further, and in certain bays and arms, introduce a schooner with two dories and six men, besides the master and his man and cook; nine men would command respect, even from a banker—the witnesses would be rather too many to get over—they dare not attempt violence; so that a party like this would be in a position to be left for a week or more, and capable of pursuing.

Bays like L'Espoir and Connaigre could be handled well in this way; but the hire of the vessels would be a considerable item.

Question 4.—The most efficient method of preventing herring bait being exported; and if it can be effectually stopped, and at a moderate cost.

Combination of land parties and steamers will stop it sufficiently for the purpose of this Act. No Government has entirely suppressed smuggling; men will do it, like sportsmen, for the love of it; but a little more restraint is all that is required in this case, and it is easy of application now that the method is understood.

It must be remembered that a service of this character is not apprehended in a year; there is much to learn. The habits and methods of the people must be considered besides the localities. If the service has proved to be ineffective in the past, (a proposition I seriously doubt) the probabilities are strongly in favor of experience devising better plans; the matter is purely a question of expense.

Fortune Bay must be entirely separate from Placentia Bay; and as the latter Bay is a long indraught, and the herring bait generally confined to particular localities, one vessel and two, or, perhaps, three land parties would be sufficient, unless the herring struck into Taylor's Bay, Laun and St. Lawrence—as they did in 1888—when a steamer and three more land parties would be required; but this was a very exceptional occurrence, and had not taken place for twenty years.

The Lamaline men carried bait to St. Pierre when the steamers were in Fortune Bay in 1888; and I apprehended a recurrence of this transaction in 1889, which took me back to Placentia Bay when I should have remained on the north shore of Fortune Bay.

I placed one constable in Harbor Buffett, but his means of locomotion were insufficient. I think a small steamer or a good schooner would be sufficient for the Middle Reach and Buffett, with at least two land parties of three, with a dory.

Of course the herring are very uncertain in their localities; but the parties

could be disposed to good advantage with the assistance of Mr. Chambers, J.P., of Harbor Buffett.

Little Laun is always to be suspected; it has been a noted place for bait until last year. Telegraph communication with St. Lawrence is, however, easy; it is only four miles across. I believe, and Mr. Chambers is of the same opinion, that little or no bait left this bay for St. Pierre in 1889 after 10th March. In the first place, it was not plentiful, and the price precluded any large quantities being taken for bait.

There is a large extent of coast between Oderin and Grand Beach, in Fortune Bay, that is generally very sparsely supplied with herring in the spring, so that protection is practically useless. Of course a few may be occasionally taken in little pockets in the coves, but they need not be noticed. A bait-carrier looks for some quantity to handle, and that quickly; and the bodies of herring appear to surround the Islands where deep water, with a muddy bottom, is close at hand.

Fortune Bay has a more extended coast-line to consider, which cannot be effectively protected without considerable means. Owing to the comparative failure of the herring in Placentia Bay last year, it probably will be largely visited during the present season for bait, which has been most abundant.

Two fast steamers, two schooners, and eleven land parties will be required to hold this bay for this season; that is to say, for April and May, so that the expense incurred would not extend over sixty days, when the extra steamer, the schooners and their expenses would be closed. The other steamer and the land parties would be required for the caplin.

In Bay L'Espoir, at Raymond Point, a dory and three men should be placed to guard Little Passage and Harbor LeGallais, and the schooner should cruise in the mouth of the bay looking into Gobled, Grand Cuiller, Manuels, Bonne Bay and Dragon. The herring never leave L'Espoir, but the incoming strike is early in May. Four hundred barrels were intercepted last year coming out of this bay. In Co maigre Bay a schooner should divide her attention between the Pocket and Great Beach, Herrings' Cove and Partridge Cove.

At Miller's Passage, Bay de L'Eau, there should be a dory and two men, with an officer holding a *dual authority*, tidewater and bait commissioner, as a certain French schooner is in constant communication with this place, and *occasionally* pays duties at Harbor Briton, which may or may not be sufficient.

An officer should be there until October. Depend on it, a large business is carried on by a St. Pierre firm.

A dory and crew of three should be stationed at English Harbor, West, to work Mose Ambrose and Boxey, and occasionally looking into Blue Pinion. man is required here.

At St. Jacques the magistrate should be placed; this is obviously a necessity, if the service is to have speedy legal satisfaction, which is of the greatest importance. The delays in Harbor Briton in 1889, and the long dis-

tances to reach there had a very detrimental effect on the service. The situation is perfect for the work.

A dory and three men in Corbin.

A dory and three men in Cinque Isles.

A dory and three men in Bay-du-Nord Brook.

A dory and three men in Parsons' Cove, Bay-de-East.

A dory and three men in Doctor's Cove, Belle Bay; a four-oared boat is better here as the distances are long.

A dory and three men at Rencontre.

A dory and three men in Anderson's Cove, Long Harbor.

A dory and three men in Bay L'Argent.

Circumstances may require some of these parties to be shifted, as in the past year; but they should be constantly visited by the steamer, to interchange lists of vessels baited and dates; the communication should be uninterrupted. The steamer should only pass to the westward of Boxey once in the fortnight to visit Connaigre and L'Espoir, and then her place should be taken by the small steamer working from Long Harbor, round the bay to Cinque Cerf, and occasionally, looking in at Grand Beach.

At many of these places accommodation for the men can be obtained; but not all. In these cases, a wooden house can be cheaply and quickly erected.

With this force, for this year, it will be found that the exportation of her-
ring will be practically closed. There will be a few more men required, and three or four dories, but not an excessive expense.

The principal difficulty lies in obtaining suitable persons to take charge of each party. The commissariat of last year is sufficient, with minor modifications.

With regard to the second steamer to be employed in Fortune Bay, I should advise the hire of the *Jeannie Foote*, a small iron lobster-boat, built by Mr. Angel, of St. John's; owned by Foote, Brothers, of Grand Bank.

This is a small vessel of 27 tons, compound engines, surface condenser, indicated 40 horse-power, steams seven to eight knots; consumption, one ton coal per day. Length, 51 feet; breadth, 12 feet. She has, now, a good cabin aft, with three berths which could be extended to four; there are two berths forward. The hold will take five tons coal. The officers and one constable, or assistant, the master, engineer and cook, and one man would be the crew. I was unable to come to any stated terms with Mr. Foote, but should suggest \$20.00 a day to cover wages of captain, engineer, two men, coals, oil, waste and hire. As the expenses would be \$12.00 a day, insurance included; \$25.00 would be ample.

This scheme of protection, I think, will not be excessive for two months only, and will determine the value of a Bait Bill. The saving will be in coal and wear and tear of ship and officers.

There will be three or four journeys outside Boxey Point in the season and no more; no cruising in the mouth of the Bay; no interference by fog, watching and following vessels; between English Harbor, west, and Rencontre, will be her work—preventing them from obtaining a second baiting, or returning to bait, a few days after they have left—an occurrence that has been noticed. It may appear to some that the precautionary measures taken in this bay are excessive; but such is not the case. The effects of last year's judgments and releases are not forgotten; the vessels resumed their traffic under new masters, as soon as they were let go, with only a few hours detention. Practically, the service was rendered valueless by the decisions, and eventually the judgments were simply non-detrant. The retention of the masters in no way effected the position of the owner, it did not delay the traffic many hours; such legal restrictions are valueless in a case like this. The vessel need not be confiscated or sold, but she should not be permitted to act again in the same capacity that year; she should be detained—this would very soon minimize the number to be looked after.

Question 5.—The most effective method of protecting the Caplin, at the least cost?

In reality, question eight: "Have bait-fishes decreased?" should come in here, and it is, most unfortunately, pregnant of meaning on this point. The caplin are, indeed, so seriously reduced in numbers on the Peninsula, between Bay L'Argent, John-de-Bay and Placentia Bay, that there is not sufficient for our own bankers, not to speak of exportation; and, yet these unfortunate people scramble up every caplin they can find—although their neighbours are anxiously looking for bait—and hurry off to St. Pierre to get what price the French choose to give them. It is very sad to see them supplying the French fishermen to the detriment of our own. It is necessary for me to say that Fortune Bay is almost forsaken by caplin; a few struck into Pt. Rosie for two days, but there were none at Doughball Cove last year. Grand Beach, however, was well supplied, but very few vessels baited there, as it was carefully guarded. They struck in at Grand Bank and Fortune for three or four days, and that was all. Dantzic Cove had a large quantity in for a few days, but the *Lady Glover* was there.

At Lawries, High Beach and Lamaline, there were very few caplin. On the 18th or 19th of June the largest number came in, after that a heavy sea cast the bait off shore; the rest may be counted in barrels. The bait did not come in to the beaches, it was off shore in abundance. Disposition:—

A dory and three men at Grand Beach,
 A dory and three men at Lawries,
 A dory and three men at Lamaline,
 A dory and three men at Little St. Lawrence,
 A dory and three men at Little Laun;

as there was none at Point-aux-Gauls, Taylor's Bay, Laud's Cove, Round-

about or Little Laun last year—a coast that has always been supplied liberally. In the memory of the oldest inhabitants of St. Lawrence, Little Laun has never failed until last year.

The caplin were into Little St. Lawrence one week last year, but only sufficient for bait for local fishermen.

A dory and three men at Tites' Cove.

A dory and three men at John-de-Bay.

A dory and three men at Burin, if it be possible.

The schooner engaged in the herring protection at Long Island, Ragged Islands and Merasheen should now be shifted to Cape St. Mary's, and cruise about Lear's Cove, Golden Bay, Lance Cove and Branch;

A dory and three men in Branch.

A dory and three men in Golden Bay.

The schooner will be required to stand off and warn boats going out to foreign vessels or running into the Bay, or follow them in and lay by them.

It was reported to me by the Stipendiary Magistrate of Placentia that several of our bankers had filled up at Golden Bay, and gone to the Banks; this has been done during the past year, I am certain.

It is only with a north or easterly wind, and, consequently, smooth water, that caplin can be carried to St. Pierre from Cape St. Mary's, because they will not bear the long journey in bulk; it has been tried, and the result was pulp instead of caplin; but it has been done.

The expenditure will be confined in this service to one steamer, one schooner and nine shore parties, with a dory each, with I regret to think, little prospect of much exciting work excepting on the Cape St. Mary's shore.

The steamer may cost.....	\$50 00 a day
The schooner "	10 00 "
Shore parties, food, wages, &c.....	40 00 "

Total..... \$100 00 "

The caplin will be over by the 20th July, and squid in general request.

I believe it will be necessary to place a dory in Portugal Cove and Trepassy Bay, during the caplin, thereby slightly increasing the expenditure. Bait has been taken to the French vessels outside from these places.

Question 6.—The most effective method of protecting the Squid Bait and if it be valuable?

This is probably the most difficult question to answer, as the value of squid depends entirely upon its abundance. If the squid are found in considerable numbers on the Banks, it is a waste of money protecting them inshore, unless the "store squid" are to be protected. And it is impossible to protect them if they strike in as they did in August and September, 1888, for they were everywhere. But, in a year like 1889, it was evidently a matter of some importance, as we noticed bankers in August endeavoring to persuade our own boats to

come alongside them, and failing this, returned to St. Pierre. The whole of the *batteaux* men were employed one week in jigging squid, instead of fishing; there were no craft fishing round St. Pierre. The Island of St. Pierre is a favored place for squid, but they do not remain long: a slight change of wind drives them off. The French have generally had all their squid brought to them; they do not jig squid unless they are obliged to; they wisely prefer buying it; it is only Newfoundland fishermen that are employed on that work. They went out to St. Pierre from Lamaline early on Monday morning and remained until Saturday afternoon, when the fleet returned well satisfied with their week's labour.

The squid was protected in 1889 up to a certain point, that is to say,—as soon as the bait left the coast and took to the Banks and grounds, beyond the territorial waters of this Colony, where it was impossible to follow them.

It was a sign of the effect of the Bait Protection, when the *Fortune Bay* craft ran their baiting, and only that quantity to St. Pierre, but it is a method of exportation that could hardly be credited, and, so far as I am able to see, impossible to control; as no law can prevent them taking their bait beyond the waters of the Colony.

With regard to the movements of the squid, they appear to be so uncertain as to their approach to the coast, that it would be very unsafe to offer an opinion as to the value of protection; they left *fortune Bay*, *Pass Island* and *Hermitage Bay*, for many years; and are now abundant.

New Harbor and *Francois* were noted places for them, but not many were obtained in 1889. It is very difficult to say how far protection may be of future service, but if the French estimate is to be accepted that salt squid is a preferable bait to fresh herring, they certainly have laid in a good supply this past season. In the event of no squid, or only a short supply of squid, on the Bank, and not an excessive quantity inshore—which appears to be the only circumstances that should induce an endeavour to prevent their exportation—a considerable amount of restraint might be exercised by placing a small schooner on the *Mortier Bank* and anchoring there to keep watch on the *Mortier Bank* craft and their work; and a dory and crew in *Red Cove*, or as near the *Laun Islands* as possible, if not on the *Inner Island*: as both these positions have abounded with squid the last two years. Nothing but a steamer can prevent the *Belcoram* and *Fortune* people from running them in the fall, and they will do it in small quantities then. There should be another party in *Tites' Cove*, as it is always full of squid until they leave the shore, which is an uncertain date; but about the first or second week of September. After the 25th September, the bankers usually give up fishing, so that unless the "store squid" are to be prevented nothing further would be profitable.

I may, however, remark that two St. Pierre merchants considered the protection of the squid late in the fall as a very serious matter to St. Pierre. The carrying it out is another question.

Question 7.—Have the Bait Fishes been conserved ?

No; but fishes of the three classes have been wantonly wasted. As an example, the Brunette fishermen complained to me that the Bait Act affected them injuriously, as no *line* of bait was thrown away out of the boats now, which they believed "tolled" the fish into the Platte Rocks. The fish had left the Platte Rocks since Judge Prowse came with his steamers. Thousands and thousands of barrels of herring and caplin were annually thrown overboard between St. Pierre and Brunette. The same took place at Lamaline and other places. The bottom of St. Pierre roads has been white with bait cast overboard because unsaleable. This was before the Bait Act was passed.

Question 8.—Have Bait Fishes decreased ?

It may be questioned if the herring have decreased. I do not think so. They vary their haunts; they were not plentiful in Placentia Bay in 1889; but that can only be considered a variation. Fortune Bay was full of them; but I think that there has been a change in the habits of the fish westward of Bay L'Espoir, they do not remain any time in the arms now.

Facheaux, New Harbor, and Cape LaHune fishermen say the herring have been decreasing in numbers for several years. It is a large subject.

The caplin have seriously decreased westward of Cape Pine.

Nothing can be said about the squid.

Question 9.—Have the French had a sufficiency of Bait the past two Years ?

In June and July, 1888, they certainly had not sufficient bait, or why should French vessels come into Lear's Cove to obtain caplin? There was very little in Miquelon beach, and what was obtained from Bay St. George was nearly, if not quite, useless by the time it reached St. Pierre. Two hundred and thirty miles of sea voyage will not improve bulk caplin, unless it is very carefully culled and pounded off in small compartments. The quantity obtained from the peninsula was very limited indeed. It could not be otherwise, as our own bankers could not obtain sufficient.

St. Pierre could not obtain enough for their own local small craft, not to speak of large bankers.

In 1889 the first baiting was principally salt squid and herring, but a number of craft are said to have taken bait (herring) to St. Pierre on Easter day, hauled in Long Harbor and Belle Bay on Good Friday. The quantity is impossible to ascertain. After 7th May, herring began to arrive from the Magdalen Islands and sold for ten francs a barrel. The second baiting was all from St. George's Bay and Magdalen. Very little left Fortune Bay after the 12th May, as very few craft were to be seen. The bankers left St. Pierre on the 20th or 22nd of May, and the herrings struck out of the arms of Fortune Bay on the 23rd; on the 29th, bait was difficult to find.

The success of the herring protection was limited, to a certain extent, by the arrival of Magdalen and St. George's herring, yet the French fishermen complained sadly of the want of bait. The usual number of bateaux fishing off Vainqueur were not seen in May. Garnish men who had shipped in St. Pierre bankers, left their vessels and walked home early in July, having no share, as their vessels, with twenty-seven men, had only 120 quintals, the time being lost looking for bait.

The report of Grand Bank men, visiting St. Pierre early in May, did not confirm the reported quantities of fresh bait received from Fortune Bay. The reports of men who had come direct from St. Pierre to Burin, Laud's Cove and Laurie's, tended to shew that the quantities had been much exaggerated, and the reason the prices quoted in St. Pierre were so low, was on account of its poor quality. Large prices were sworn to by witnesses at Harbour Briton Court House; good bait was sought after.

It was to be expected that some herring would be carried to St. Pierre, notwithstanding the vessels and parties, but it was not a large quantity for St. Pierre.

The Fortune Bay bait-carriers were quite surprised by the number taken; but the release of the craft nullified the effect.

American and Nova Scotian vessels are said to have taken herring to St. Pierre, but neither the *Glover* nor the *Fiona* saw them on board. In June and July there was little or no bait to be obtained in St. Pierre, excepting the St. George's Bay supply, which was very limited, and the quantity obtained from the peninsula may be considered as very trifling, as all the banking vessels left for Bay St. George and the northern peninsula. Until the first or second week in August, there could not have been any quantity of bait in St. Pierre. The squid voyage was the saving clause in the St. Pierre fishery this year.

On the whole, it can be safely asserted, not only that the French have not had a sufficient supply of bait, but that during June and July, they had hardly any to fish with on the Island of St. Pierre.

Question 10.—Have the French procured Bait from other sources, and its quality and fitness for the Service?

Yes, they have obtained Magdalen and Bay St. George herring,—the former, a very inferior bait; caplin have also been carried to St. Pierre from the West Coast, and squid from Cape Breton. It is not to be expected that any trans-shipped bait, in salt, is equal to fresh bait, but they must have used it largely this season.

Question 11.—Is this bait as suitable and cheap as that obtained from Fortune and Placentia Bays?

It is not as suitable, but it may be cheaper now.

Question 12.—Can the French carry on the fishery successfully without the bait from the prohibited portions of Newfoundland?

The Island of St. Pierre cannot.

Question 13.—To what extent does bait procured from the French Shore supply the place of that from Fortune Bay?

Cannot say; but it cannot be separated from Magdalen herring. The caplin need not be considered.

Question 14.—How much more time is required to procure it?

A very large question; it is a voyage of 500 miles to and from St. George's Bay, which may occupy several days, but the delay at the baiting cove may be, and was, extended over weeks; many may not, and did not, obtain bait. That is the substance of the report of men who were there.

The voyage to Ming's Bight is 440 miles, in a straight course from St. Pierre, and about the same distance back to the Banks. Precisely the same circumstances occurred on the northern Peninsula and Ming's Bight, as happened at St. George's Bay.

It has been estimated a delay of four to six weeks on an average. Many, no doubt, obtained their bait in less time; but not under a fortnight. This is only by reports.

Question 15.—Can herring be got in time for the first fishing from the French Shore?

It is not possible to obtain herring from the north, but it may be possible some seasons to obtain it from St. George's. Hitherto they have failed however, though the winter was mild in 1888 and '89.

Question 16.—Is it more costly?

If transported in French bottoms certainly it is; but I do not think that it would cost much more by charter.

Question 17.—Is the delay in getting it a serious impediment to the fishery?

Not if "stored squid" are of equal value; but a very serious matter if they are not.

Question 18.—Are fresh herring any use to French bankers unless obtained before the 5th of May?

They will gladly take them on the 5th of June if they can get them, now caplin are so scarce for the St. Pierre Bank; but I do not think the large vessels would sail to the Grand Bank with herring after the 25th of May. They cannot catch fish on herring when caplin bait is being used near them.

Question 19.—Would they rather take salt squid, of the previous year, than wait until the 5th or 10th of May for St. George's Bay?

They say so, and do so. Many St. Pierre bankers sail on the 20th March.

Question 20.—Are salted squid or herring as good as fresh herring?

The French never use fresh bait on the banks, only inshore. Newfoundland bankers say there is no comparison between salted and iced bait.

Question 21.—Was there any appreciable quantity of fresh herring sold to the French from Newfoundland waters between the 1st of April and the 10th of May, 1888 or 1889, when measured by the wants of the French banking fleet?

Cannot say in 1888. But in 1889 the quantity was insignificant, not a tenth part of what they probably would take. (*See next, 22.*) They require 40,000 barrels for a baiting.

Question 22.—Did not the French take salt squid and herring in these two years as a make-shift for their first baiting?

Yes, there is no doubt that it was a make-shift. But it must not be forgotten that they obtained *cargoes* of salt herring out of Fortune Bay in March, 1889—beautiful fish that they, no doubt, utilized for bait. Of course, they prefer herring caught about the 10th April; it is fresher; but a month in salt is no great matter; two months will do very well, but after that they do not remain on the hooks as well as might be preferred. If it were not so, what do the Havre, Fecampe and Grandville vessels do that come direct to the banks with salt herring? It is a popular fallacy to suppose that salt herring will not do for bait when a month old. *Bonds* were given for these vessels, of course, and after a few months Mr. Hubert receives a certificate to the effect that so many herring were landed at Halifax, Baltimore, or elsewhere—of course, shipped in a vessel of some sort, and this is accepted by the Receiver General as a full clearance of the schooner loading round herring in Bay-de-Nord in the month of March. Why should they send Fortune Bay herring to Halifax or Boston in March or April, when they can buy anything to answer that purpose in the latter part of May? I think it was August or September when some of these documents came to hand. *Nine thousand* barrels of herring were landed in St. Pierre during March and April, 1889, which I could not interfere with.

It is little use protecting Fortune Bay, if herring (round salt) are permitted to be exported before the protection begins.

The bond should be heavy, and the vessel cleared for her port, and compelled herself (not some other vessel) to land those herrings without transshipment or call-port (stress of weather excepted). Are these bonds legal documents?

These herring have been shipped for "food purposes;" but they have been carried to St. Pierre and used for bait, without doubt.

The bait protection should begin on the 15th of March, not one day later, and no cargoes of round herring be permitted to leave after that. Compel them to "pip" or "rip," which is better. So long as it is frosty, they cannot do much with the fish; it will not stand.

Question 23.—Was not the first Fishing in both Years (1888 and 1889) practically a Failure?

It was so reported, and I have every reason to believe it was so in 1889.

Question 24.—Have those previously engaged in the Bait Trade suffered serious loss by being deprived of it?

Yes, I think so; many are still trying to do it, which, evidently, points to a loss.

Question 25.—Have the greater number of those engaged in the Bait Trade turned to other Work?

I think so.

Question 26.—If the Bait Traffic were renewed, could the Revenue Laws be successfully carried out?

Certainly not. Compare the imports per head of Newfoundland and St. Pierre; it is something like \$40 to \$200, estimating the population of Miquelon and St. Pierre at nine thousand.

Question 27.—(1) Did those engaged in carrying out the Bait Act find insuperable difficulties in carrying out the Service? (2) Name any special difficulty.

1. Certainly not; nothing more than what must be expected in any new enterprise: considering my ignorance of the whole situation; the run of the fish; their habits; the methods of the people; the ignorance of the law; the ignorance of the persons who framed the Act; (how should they know better); it took me months to find out what I ought *not* to do, without mentioning what I should have done if I had known better. It would be very unjust to say that those concerned found any grave difficulties in the service. On the contrary, I believe it has so far proved to be a successful undertaking, considering the means at our disposal. The prevention of smuggling has never been found an easy task; why should it be different here? That it can be restrained I have not the slightest doubt. 2. The legal difficulties are, probably, the most perplexing: "Quantities of bait-fishes;" "The License" given or sold to fishermen or bankers, specifies no quantity. "Sufficient bait" is a very loose expression; a man with six dories may swear that 250 barrels is only sufficient for him. A halibut catcher wanted me to give him 100 barrels, with only five dories. In practice I had to make the law, and follow the precedent of Judge Prowse, which might be inconvenient some time, and would entail the production of witnesses that might not be obtainable in the case of a foreign banker. Either a limit should be given, or permission, to exercise discretion in forming a scheme of quantities.

We have found that "ten" barrels of caplin or herring to each dory, is an ample allowance (it has often been asked in Court) for a Grand Bank vessel. Five or six barrels is ample for a St. Peter's bank vessel per dory, and much less for local fishermen.

When we come to squid, it is a question of thousands, and as an example of the difficulty and time required to prove a sufficient allowance of bait, I would draw your attention to the Court Records of Harbor Briton of Aug. 14th and 15th, 1889, where seven witnesses were called; and the case lasted

two days. The circumstances, the place, the size of the vessels, and their crews, with the judgement, may possibly give an idea of the difficulties of a public prosecutor in the Bait Act.

I have only sketched the position, but it will certainly be tested, if the Act continues in force.

The next legal point is the extent of the jurisdiction of "Colonial Cruiser."

It is quite clear and defined with regard to foreign vessels; but it not so clear when Newfoundland vessels are in question.

If I suspect and believe that a Newfoundland vessel has been breaking the law within the territorial waters, and at the time that I see her, or come up with her, she is seven miles off the coast, am I justified in boarding and searching that vessel although she is beyond the three mile limit; and, if I find her full of bait, may I take her in tow and bring her in to the nearest magistrate, provided that, on due examination, I find her engaged in the bait traffic from a position within territorial waters. There will be found something on this point under the head of Colonial cruisers, which bears on the question.

My instructions do not deal with that point sufficiently; but it is a point of great importance and will have to be clearly defined if the protection of squid is to be considered; nay more, it effects the whole action of the service.

Following into neutral waters is conceded to all men-of-war, commissioned by Her Majesty, and I suspect that some jurisdiction of that tenor is conceded to the Commissioned Commanders of Colonial cruisers; but I suspect that a Commission to act is a necessity. A Commission as a Justice of the Peace is valueless.

In all these cases under the Bait Act the officers in charge, or command, of the vessel becomes, of necessity, a public prosecutor, and it may be said that (as far as my experience goes to throw light on the subject) this is the most trying and disagreeable part of our duty. It is not sufficient that the vessel is caught, and the matter well weighed, as to the prospect of a judgment before she is sent to the magistrate or taken in tow, as the case may be; for it is often a very nice question as to how far it is prudent to seize a vessel, so many circumstances have to be considered; but when the accused are landed, and a statement of the circumstances are laid before the magistrate, is it legal, lawful or expedient that the prosecutor should be sworn as a witness? He may possibly, in some cases, throw light on the subject, but very seldom "position" is the only point, and that may be proven by the master.

The *form* of complaint has been often the cause of delay; the form I have usually made out myself, stating the circumstances minutely. Yet my method of charging the accused is sometimes not in order, and a new complaint has to be made out, which is delay, and delay is death to the bait protection. Let it be a printed form, so far as legal expressions are concerned, but not to be re-written to the detriment of the service. Again, great delays have taken place on our estimate of quantities, but in *every* case our estimate was below the turn out.

We measure the bulk, and calculate the quantity or number within a very small margin, but always under the amount, on account of pressure. Just think of counting 40,000 squids, and swearing the constable that did it?

In the case of the *Pecheries Francaise*, the barrels, up to sixty, were carefully measured out, and an estimate made of the remaining eighty barrels, and yet the whole affair was set aside. Delay in Court has been one of the drawbacks of the service.

Summary jurisdiction should be quietly and calmly gone into, especially under this Act; but the Supreme Court would not take more time with a jury to influence, than some of these cases tried in Harbour Briton.

It is such a very serious financial matter, detaining the ship in harbour for any lengthened period, and yet it must be gone through, and judgment delivered, before it is safe to go to sea. (Vide August 16th.)

I cannot speak too strongly on this point, for when we were in Harbour Briton bait was run with impunity.

A very important matter is the telegraph; it should be all done by "code," and that should not be one in general use. I have telegraphed words that might seriously implicate myself and others, and yet it was necessary to communicate at once. I have found, on returning to my boat, that the crew had all the information I had received by telegraph; they are not particular in the outport stations.

Licenses. To buy Bait, to haul Bait, &c., with Affidavits.

Great trouble and annoyance was caused last year by an insufficient number of licenses being sent to the outports. Scraps of old account-books, and other waste paper, had to be used by the Customs' officers to write out a license; their signatures were the only guide, and the office stamp. It was all illegal, yet our bait protection officers were obliged to accept them; there was nothing else. Then this was abused, as was natural, and licenses written out with quantities on them, that should never be permitted.

A clause should be inserted in the form, with reference to quantities.

Licenses to take Bait by our own Fishermen.

Harbour Briton will require about	20 Licenses,
Harbour Buffett " "	40 or 50 "
Lamaline " "	20 or 30 "
English Harbour " "	50 to 60 "
Fortune and Grand Bank, as last year.	
Burin will require about	50 to 60 "
Pushthrough " "	15 or 20 "

The signatures are a question of importance. Why should they not be stamped with a rubber stamp, bearing the signature of the Receiver General and Colonial Secretary. Signing three hundred licenses is tedious work; yet it is necessary if the Act is to be legally carried out.

No reference is here made to American or Nova Scotian licenses.

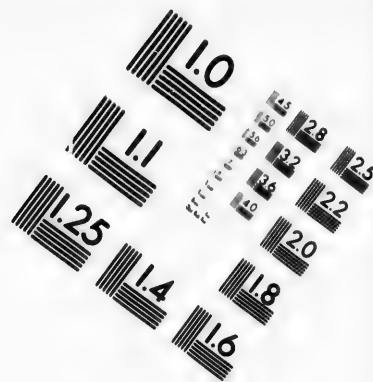
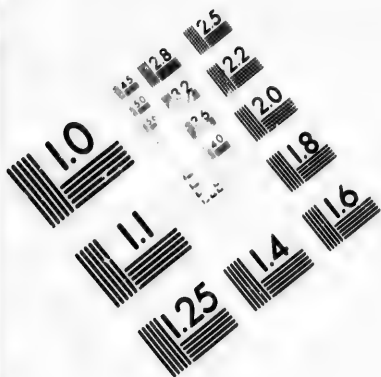
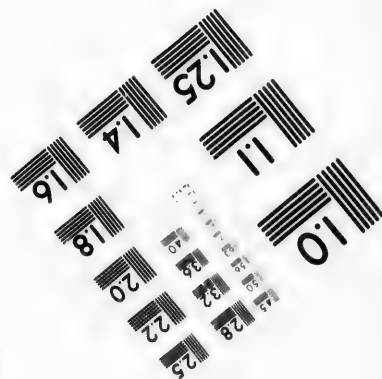
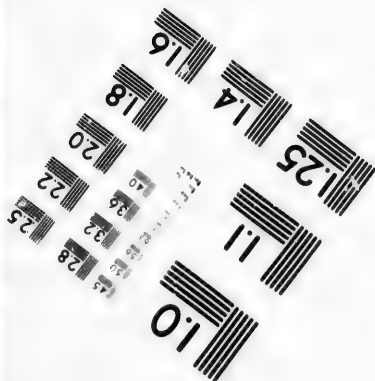
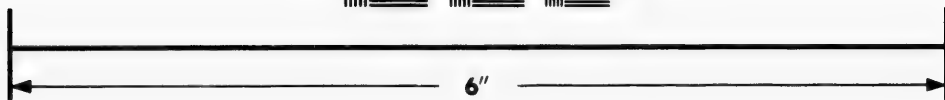
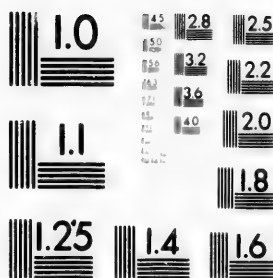
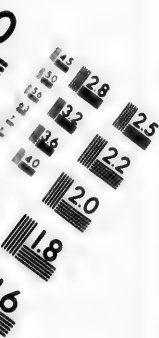


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic Sciences Corporation

**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
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Question 28.—Was it possible to do more for the Expense Incurred?

Most certainly it was. This service can only be carried out cheaply and successfully with experience. This has been my first year on the herring protection, which is far the most difficult service of the two; but it is not to be compared with the squid protection; that has yet to be learned. But to say that nothing more could be done for the expense, is setting aside the care and effort to obtain knowledge of the methods employed to hoodwink or blind us, which cannot be bought for money. Many grave errors were made. Much more bait might have been stopped; but I was expending my strength over too large an area; that was the fault.

Question 29.—Did the "Modus Vivendi" operate Unfavourably on the Bait Traffic?

It did so the past year, but I see no reason why it should do so in the future; but it increased the work and watchfulness, and there are dangers attending the arrest and trial of these men that have not been looked at yet. An appeal is certain; great delay is a consequence; the license will be tried, and in the interval we have eighteen to twenty of the crew enjoying themselves in Harbour Briton or elsewhere; this state of things has not been considered.

The schooner would, in all probability, be ordered to Placentia, and the vessel and service greatly delayed.

Question 30.—Were the Licenses issued to United States Fishermen injurious or beneficial to our Fishery and the Trade?

Very difficult to answer; the United States bankers say that they cannot do without our bait, and they compete with us in fishing, but they do not interfere much with our trade; all is sold in the United States; our Foreign markets are not interfered with. They are, unquestionably, assisting in baiting the French, when opportunity offers; and they are also assisting in decreasing or denuding the coast of bait. That they require a good deal of supervision there can be but little doubt. I do not consider that their presence can be called beneficial.

Question 30.—If licenses were granted to French fishermen to take bait on our Coast, what would be the probable result on our fishery?

If licenses were granted they could take bait anywhere, and would flood the whole country with French goods, bartered for bait, to the prejudice of our Customs'. The immediate effect would be the denudation of caplin from the South coast in about two years. The herring would, of course, stand several years longer; but, it must be understood that the fleet would be increased at once, and the caplin on the East coast taken as soon as the South coast failed. A large proportion of herring will, of necessity, be used at St. Pierre, probably 130,000 barrels in the season, and the quantity does not include the waste which would be very great. Then the difference of time in fishing has to be considered; now, from four to six weeks is wasted looking for bait. All this would be clear gain when they come in.

The ultimate ruin of the Colony is the only answer. French merchandize would compete with our heavily-taxed goods, and the increase in the French fish would reduce the price to such an extent that we could not produce it for the money. They have sold fish in Italy this past year at such a price.

Whatever may be said in favor of this scheme must refer to past years, when the outfit of St. Pierre was nothing when compared to the present time.

The Custom House officials would have to be largely increased, and unless supported by moral force outside, they could not prevent smuggling. It is not prevented now.

I am supposing the French fishing vessels coming in to all beaches and harbors for bait, and paying a license like the Americans. The Americans do a considerable trade in tobacco, spirits, and small stores. What would the French do?

Question 31.—Names of jigging cove for squid, and places for promoting exportation?

Mall Bay, Colinet Island, and St. Mary's Bay. Many years ago large numbers frequented Paradise Sound but they do not now.

A little at Caerim.

Rushoon, East Broad Cove, Tites' Cove, Burin, Corbin, St. Lawrence, Great Laun, Red Cove and Laun Island, Placentia Bay.

Fortune Bay. They come in and go out at Fortune, Grand Bank, Mercer's Harbor, Brunette, and nearly all the North side of Fortune, occasionally. At Belleoram and Bay-du-Nord considerable numbers, which remain sometimes to December. Pass Island, Geat Jervis, New Harbor and Francoise. Burin and Belleoram are great places for exportation.

The squid usually come in about the 20th July, if they come earlier, which they did in 1889, they seldom remain late; fine smooth weather attracts them out to the grounds and shoals off shore.

The young squid of the 6th August, and up to the end of the month, is excellent bait; but as they grow large the outer cutical becomes very hard and tough, so that it is not good bait. The September squid of 1889, were very large, and it appears that the greater part of the "store squid" are of this character; they were nearly all obtained off shore, or in St. Pierre Harbor. They are dry-salted; sometimes preserved in molasses.

Question 32.—At what date should the Bait Service begin and end?

The 15th March to the 20th of July, if the service closes with the caplin; much later, if the squid are to be protected.

[No. 10.]

Henry W. LeMessurier, St. John's, broker, sworn and says:

I have been for many years connected with the fish trade of this country, on the Southwest Coast, Placentia, and Burin Districts, and during that time I have had an opportunity of seeing the course which the trade has been taking.

I estimate that \$120,000 to \$140,000 per annum is the amount paid for bait by the French; in addition to this there have been large supplies issued from St. Pierre, which have been paid for codfish shipped to St. John's, this trade has amounted to \$200,000 per annum at least. In 1888 there were about 35,000 quintals of fish shipped to St. John's on French account.

I think that a very small proportion of the goods which purchased this fish and bait was entered at the Customs or paid duty. I have examined the Customs' returns for the different ports, which confirm me in this opinion.

I have made out statistics of the quantity of fish exported from St. Pierre, from 1841 to 1888, inclusive. These statistics shew a heavy increase up to 1886, inclusive.

In 1886 they had a very large fishery.

In 1887 there was a falling off of their catch of 147,000 quintals and an increase of price for dry fish from 12 francs of the previous year, 1886, to 25 francs per quintal, and of green fish from 6 francs to 16 francs. There was a still greater falling off in 1888 of 326,000 quintals less than in 1886, and 187,000 less than 1887.

The year 1888 was a fairly successful Bank fishery for Newfoundland Bankers. I consider that the French fishery of 1888 falling off, was attributable to the French not being able to secure fresh bait, and the great loss of time in getting what bait they did get.

In 1889 fish was much scarcer on the Banks, generally speaking. The French catch up to their squid fishery, in proportion, was much shorter than ours. The export from St. Pierre was 50,000 quintals less than the year previous. Their Iceland fishery was better than the previous year, and increased their general average for last year.

I think that the Bait Act has been, to a certain extent, a benefit to this country, but it might have been a greater benefit if it had been more effectively enforced. The Revenue benefitted. It has had a good effect in protecting the caplin and herring.

Before the Bait Act was passed many more of our people were engaged carrying bait than could possibly make a living out of it. Thousands of barrels of herrings and caplin were annually thrown away and the prices paid were always low, except when bait was scarce. The prices for all articles in St. Pierre excepting tea, tobacco, spirits, and sugar, were high.

I think there is very little falling off in the supply of bait for the past few years.

I don't think that the French can carry on their fishing without aid in the supply of bait from the prohibited portion of Newfoundland. The bait had from St. George's Bay was very limited and late in getting to St. Pierre and in bad condition, and not in time for their first baiting. I think the herring trade between St. Pierre and Fortune Bay can be stopped and at a moderate cost if properly managed. I think also that it would benefit the Revenue if the Bait Act and Revenue service were combined.

By the last census, the number of fishermen employed in fishing from Cape St. Mary's to Cape LaHune was 6,532; taking the average catch of cod-fish as 32 quintals per man, the census shows that over 5,200 men must have been employed in catching cod-fish, which would leave 1,200 fishermen otherwise engaged, and probably 1,000 of these engaged in the bait trade. The total population between Cape St. Mary's and Cape Ray, according to the census of 1884, was 28,133 men, of which 7,909 were returned as fishermen, and I believe that not more than 1,000 were engaged in the bait trade.

I think since the Bait Act was enforced a large portion have turned to the Shore cod-fishery and also to the Bank fishery, and have had very fair success.

I estimate the probable loss to the Colony, by smuggling from St. Pierre, is at least \$60,000 per annum.

If the bait trade were renewed the Revenue Laws could never be successfully enforced.

The imports into St. Pierre, as per official returns, show \$280 per head, allowing the population to be 9,000. The imports into Newfoundland are \$37 per capita. Comparing these statistics, the only inference to be drawn is that the French sell a very large quantity of goods to the people on the Newfoundland coast as they are not exporters to any extent to other countries.

My idea as to the best method of carrying out the law in future is to have one steamer to go to and from Brunette towards Lamaline, with schooners stationed at Placentia Bay and Fortune Bay; and that the steamer should have a magistrate on board of her, or that a magistrate should be stationed at Lamaline the nearest port to St. Pierre, in order that cases may be tried speedily; and that during the caplin school schooners be stationed off well-known hauling places, and that Cape St. Mary's be well guarded, and a schooner stationed on that coast; and I think if these schooners were manned by men who understand the bait trade, that the service could be effectually carried out.

**Export of Codfish from St. Pierre and Miquelon, &c., &c.,
French Statistics, by**

YEAR.	DRY CODFISH.		GREEN CODFISH.	
	Qtls.	Value.	Cwts.	Value.
1841.....	61,323	\$ 462,518 52	30,770	\$ 181,593 33
1846.....	200,854	757,432 07	29,230	166,933 34
1851.....	205,348	580,782 78	35,312	174,788 89
1856.....	183,487	518,954 47	26,880	126,718 88
1861.....	152,894	360,355 56	31,707	118,292 83
1862.....	202,857	688,385 37	19,728	74,398 35
1863.....	149,859	591,527 60	63,117	179,514 07
1864.....	193,382	878,804 07	92,204	259,648 14
1865.....	235,209	1,064,382 96	118,521	357,560 93
1866.....	105,021	927,774 45	162,211	489,365 93
1867.....	161,023	759,032 23	145,663	495,757 22
1868.....	144,485	681,074 45	152,188	487,822 96
1869.....	125,703	677,682 78	160,140	528,409 45
1870.....	137,985	754,508 52	169,559	575,478 00
1871.....	130,321	712,596 08	173,876	622,911 85
1872.....	134,716	785,840 18	246,733	907,177 96
1873.....	115,462	609,581 48	243,658	895,771 67
1874.....	113,096	598,122 78	244,139	824,253 33
1875.....	85,077	449,157 22	202,423	725,179 44
1876.....	74,842	432,352 78	221,287	861,499 26
1877.....	44,719	235,159 44	255,785	1,085,151 11
1878.....	40,374	197,930 92	316,002	1,340,618 14
1879.....	61,168	259,503 15	337,158	1,112,500 37
1880.....	91,050	429,193 71	318,675	1,051,522 48
1881.....	90,046	339,568 35	283,971	803,151 29
1882.....	90,237	765,653 60	321,749	1,216,107 04
1883.....	67,576	576,177 40	462,469	1,743,861 11
1884.....	162,754	613,752 96	469,251	1,542,815 92
1885.....	156,064	588,525 00	664,286	2,193,219 26
1886.....	219,967	497,703 88	688,333	778,721 66
1887.....	135,165	638,072 96	619,605	1,869,248 33
1888.....	114,651	605,295 55	434,878	1,475,952 96

from 1841 to 1888, both years inclusive. Compiled from
H. W. LeMessurier.

TOTAL EXPORTS CODFISH.		IMPORTS.	REMARKS.
Quantity in Cwts.	Value.	Value.	
92,093	\$ 644,111 85	\$ 363,906 28	Total exports of codfish is given in cwts.; the quintals of dry and cwts. of green being added together.
230,084	914,365 41	576,264 26	
240,660	755,571 67	540,508 33	
210,367	645,673 35	651,680 18	
184,601	478,648 39	785,105 00	
222,585	762,783 72	634,956 11	
212,976	771,041 67	737,329 81	
285,586	1,138,452 21	672,737 77	
353,730	1,421,943 89	822,558 70	
367,232	1,417,140 38	1,197,609 07	
315,686	1,254,789 45	1,462,521 11	
296,673	1,168,897 41	1,513,835 55	
285,843	1,206,092 23	1,580,571 48	
307,544	1,329,986 52	1,452,389 26	
304,197	1,335,510 93	1,265,870 74	
290,449	1,693,018 14	1,478,545 92	
259,120	1,505,453 15	1,505,618 14	
357,235	1,422,376 11	1,599,992 17	
287,500	1,174,336 11	1,577,535 92	
296,129	1,284,802 04	1,655,870 18	
300,504	1,320,310 55	1,661,387 22	
356,376	1,538,549 06	1,700,844 82	
398,326	1,372,003 52	1,753,536 85	
409,725	1,480,716 19	1,696,057 59	
374,017	1,142,719 63	1,546,954 81	
411,986	1,981,759 64	1,857,239 44	
530,045	2,320,038 15	2,048,724 45	
632,005	2,156,568 88	2,350,499 07	
820,350	2,781,744 26	2,447,910 50	
908,300	1,276,425 54	2,585,326 66	
754,770	2,507,321 29	2,545,664 26	
549,529	2,081,248 51	2,514,558 70	

[No. 11.]

Charles Tessier, of St. John's, merchant, sworn and says:—

Our House has been engaged in the fish trade for many years, during which time we have supplied for the Labrador fishery. I think the cure of fish has been improving within the past few years. There were great complaints of the cure previous to 1886, in that year we issued a circular to all our dealers, and since that time there has been an improvement in the cure; and last year the improvement was marked.

We shipped to Mediterranean markets in the year 1876, five cargoes of Shore fish to Spain and four cargoes of Labrador; to Italy, one cargo of Shore and four of Labrador.

1877—Two cargoes of Shore, to Spain; five cargoes of Labrador to Spain; to Italy, none.

1878—Three of Shore, to Spain; six of Labrador to Spain; three cargoes of Labrador to Italy.

1879—Two cargoes of Shore, to Spain; six of Labrador, to Spain; one of Shore, to Italy; and seven of Labrador, to Italy.

1880—One of Shore, to Spain; four of Labrador, to Spain; to Italy, one of Shore and ten of Labrador.

1881—One of Shore, to Spain; six of Labrador, to Spain; to Italy, one of Shore and four of Labrador.

1882—Three of Shore, to Spain; six of Labrador, to Spain; to Italy, no Shore fish, but three of Labrador.

1883—Six of Shore, to Spain; four of Labrador, to Spain; to Italy, no Shore, five of Labrador.

1884—Three of Shore, to Spain; three of Labrador, to Spain; to Italy, no Shore, five of Labrador.

1885—Three of Shore, to Spain; three of Labrador, to Spain; to Italy, no Shore, four of Labrador.

1886—Three of Shore, to Spain; one of Labrador, to Spain; to Italy, no Shore, two of Labrador.

1887—Two cargoes of Shore, to Spain; three of Labrador, to Spain; to Italy, no Shore; four cargoes of Labrador to Italy.

1888—One cargo of Shore, to Spain; no Labrador to Spain; no Shore to Italy; two of Labrador, to Italy.

1889—One cargo of Shore, to Spain; one cargo of Labrador to Spain; no Shore to Italy; two of Labrador to Italy.

There is a great diminution of the quantity of fish shipped by us to the Mediterranean markets: for instance, in 1883, we shipped sixteen cargoes, and in 1888 we only shipped four cargoes; and a corresponding depreciation of the price of from twenty to thirty per centum. This is largely attributable to the compe-

titution that we have had with the French; they blocked the markets. Their bounty enables them to undersell our Shore fish by thirty or forty per centum. And their Bank fish is superior to our Labrador, in size and substance; and is much preferred by the consumer, and they undersell us about 1s. per quintal. The price of fish in the Mediterranean markets has considerably improved in the years 1888 and 1889. This is attributable to the short catch of French fish in those years. Fish of Norway being a harder and drier cured fish, competes with our Shore fish in the markets; but the fish of Iceland is of small importance. The French fish competes with both Labrador and Shore fish. We are almost driven out of the Spanish markets by the French. The prices realized for Labrador fish in 1885, was 8s. to 13s. per quintal; and 1886, 8s. to 14s. per quintal. In 1887, 15s. to 20s. 6d., and in 1888, 17s. and 19s. per quintal. I attribute the improvement in price to the curtailment of the French fishery.

The minimum price for which the Labrador fishery can be prosecuted, with the average catch per man for the past five years, would be from \$3.40 to \$3.50 per quintal; with a good catch, \$3.00 per quintal would pay.

The Labrador fishery cannot be profitably maintained in competition with the bounty-fed fish of the French, should their fishery be continued as extensively, and with the prices as low as in the years 1885 and 1886,—prices as low as \$2.00 per quintal would be ruinous to the trade.

I have every reason to believe, from information received, that the decline in the French fishery is largely attributable to the operation of the Bait Act.

The French cannot carry on the Bank fishery in future without the help of bait obtained from the prohibited portion of Newfoundland. The delay in getting bait from the French Shore is a serious impediment to their fishery.

Salted squid and herring of the previous year are not as good bait as fresh herrings. Our Newfoundland bankers could not prosecute the fishery as successfully, until caplin school, with bait of the previous year; and I do not believe that we could get fishermen to engage in the Bank fishery if they were obliged to use salted bait.

In October, the price of West India large bank fish in St. John's, was \$3.20 and the price now is \$4.20. This increase of price is largely attributable to the short catch of French and Nova Scotian fishermen. Nova Scotia purchasers came here and bought our fish. I think the short catch of French fish has been a material factor in raising the price of fish in Nova Scotia and the West India markets.

I think that licenses should not be granted to Americans to take bait unless they allow our fish and oil to enter into their country duty free.

I have been engaged in the Bank fishery for the past ten or twelve years:

In 1887—Seven bankers, the average catch, 1,368 quintals; the largest catch was 1,934 quintals; and the smallest, 764 quintals.

1888—Nine bankers, average 967 quintals; largest catch, 1,331 quintals; smallest, 300 quintals.

1889—Eleven bankers, average catch, 700 quintals; largest catch, 1,019 quintals; smallest, 273 quintals.

I think that no licenses should be granted to the French to take bait on our coast unless they give up the bounty in the Mediterranean markets, and also their rights on the coast of Newfoundland and confine themselves to the Bank fishery, then we ought to be willing to give them all facilities for purchasing bait on our coast.

[No. 12.]

Hon. James P. Fox, of St. John's, merchant, sworn and says:—

I am a merchant engaged in the supply for the fisheries in this Colony. I supply for the Labrador fishery very slightly. I do not ship to the Mediterranean markets. I have been supplying for the Bank fishery from 1876 to 1882, inclusive, and then began again in 1885. We had seven large vessels last year, besides some small ones. I have made a statement of the yearly catch of my vessels, since 1885, and of the average price obtained in this market. It will be seen by exhibit (A) that there was a great falling off in the fishery in 1889. I attribute the falling off to the scarcity of fish on the Banks. Our fishery of 1888 was about 25 per cent. less than in 1889.

Our bankers preserve herring, caplin and squid, on ice. They procure herring in Fortune and Placentia Bays. The average price in Placentia Bay is \$1.00; last year bait was sold in Placentia Bay, 50 cts., and in Fortune Bay it usually costs 40 cts. per barrel. Our bankers have also used salted squid. In 1887 this bait answered all our purposes; they were recently salted, and not squids of the previous year. I have salted squid in store from last year, which I purpose having tried this spring.

If there was no fresh bait on the Banks we could successfully prosecute the fishery with salted squid of the previous year. The French have one advantage over us with their salted bait, that they remain continuously on the Banks, from April to June, making seventy days fishing; and, although they catch a smaller quantity of fish, ten quintals per day would make about 700 quintals; whilst our fishermen, beginning at the same time with fresh bait, fish to 29th April and then return for fresh bait, and probably lose from twelve to fifteen days before they get on the Banks again. Our people would come in two or three or four times for herring bait, making an aggregate loss of, probably, thirty days; and although they may catch nearly double the quantity when fishing, the aggregate quantity of fish caught would be less than the French.

The Bait Act came in force in 1888; I do not think that it was efficiently enforced. I know that there was a large quantity of caplin carried from Holyrood, St. Mary's Bay, to St. Pierre; and a quantity from Placentia Bay, and Cape St. Mary's.

I think if the French could get the bait in the autumn from the French Shore, and from Grand Manan in the winter, they might carry on their fishery without the aid of Newfoundland bait, but it would not be as cheap and convenient as that had from Fortune and Placentia Bays.

The French cannot procure an ample supply of caplin without the aid of Newfoundland.

I think the French would rather take salted (bait) squid, of the previous year, than wait until the 5th or 10th of May for fresh herring. I do not think the herring trade between St. Pierre and Newfoundland can be effectually stopped between the 1st April and 10th May at a moderate cost.

The price of large Bank West Indian fish, in St. John's, was 15s. per quintal in October, the price now is about four dollars. My opinion is, the increase in price is caused by the shortness of catch of Nova Scotian bankers. I believe the price paid by Nova Scotian purchasers is enhanced by short catch of French fish. The short catch in 1889 has materially enhanced the price of all kinds of fish. There was a short catch made in eighteen hundred and eighty-nine (1889) by Nova Scotian, Newfoundland and French fishermen. The shortage was caused by a scarcity of fish and bait, principally the former. I believe that the *modus vivendi*, granting licenses to the United States fishermen to procure bait, made it much more difficult to put in force the Bait Act. Had the United States fishermen not carried bait to the French, I believe the license to them would have been beneficial to our fishermen.

I think our bait-fishes are of such value to the American fishermen that it would not be an unreasonable concession on their part to admit our fish and oils into their markets duty free, if we gave them the privilege of free bait. I have not sufficient statistics to give an opinion as regards the giving the French licenses to take bait on our Southern Coast, and I do not know what the probable result would be on our own fishermen.

I am of opinion that no licenses to Americans should be issued in Canada, permitting Americans to take bait on our coast.

[EXHIBIT A.]

Voyages of Banking Schooners, from 1880 to 1889.

Date	<i>J. K. Muddell.</i>	<i>Oscola.</i>	<i>Treasure.</i>	<i>Souris Light</i>	<i>Delight.</i>	<i>Lavinia.</i>	<i>Gro. Cleveland.</i>	<i>Absolute.</i>	<i>Jubilee.</i>	Price.
1880	749 $\frac{1}{2}$	942 $\frac{1}{2}$	.....	.....	.....	.....	.....	.....	.....	15805 d
1881	.....	1161 $\frac{1}{2}$	.....	.....	.....	.....	.....	.....	.....	17501 d
1882	.....	914	.....	.....	.....	.....	.....	.....	.....	23510 d
1885	2,102	.....	1834	.....	.....	.....	.....	.....	.....	\$2 89
1886	.....	.....	2610 $\frac{1}{2}$	3826 $\frac{3}{4}$	.....	3341 $\frac{1}{2}$	.....	.....	.....	\$2 90
1887	.....	.....	2514	3212 $\frac{1}{2}$	3091 $\frac{5}{8}$	2426 $\frac{3}{4}$	.....	.....	.....	\$2 85
1888	.....	.....	2077	1839	2033	.....	1820	2297	2512	\$4 45
1889	.....	.....	1043	1322	1231 $\frac{7}{8}$	492 $\frac{1}{2}$	1540 $\frac{1}{2}$	1180 $\frac{3}{4}$	1000 $\frac{1}{8}$	\$3 63

[No. 13.]

Edgar R. Bowring, of St. John's, merchant, sworn, and says:—

I am a supplying merchant for the fishery, (not largely in Labrador,) and have been for a number of years. I don't think that there is any material improvement in the cure of Labrador fish within the past ten years; there have been complaints of small fish, attributable to the size of the mesh of cod-traps.

I have prepared statements of the fish shipped by the House of Bowring Brothers, to Mediterranean markets, from 1885 to 1889, inclusive:—

1885—Shipped to Mediterranean, 24,164 quintals; average price, \$1.54 per qtl.

This year there was a very large French fishery; the markets were blocked; some of the fish was returned.

1885—Shipped 14,464 quintals; average price, \$2.64 per qtl.

1887—Shipped 7,880 quintals; average price, \$3.88 per qtl.

1888—Shipped 16,945 quintals; average price, \$2.66 per qtl.

1889—Shipped 6,400 quintals; average price, \$3.22 per qtl.

The decrease in the quantity of fish shipped is attributable to failing fisheries and to our curtailing our Labrador business—it proving anything but a paying one—the chief cause being the competition with the French, they being able to undersell us in the markets; they have driven us altogether out of some markets.

The fish of Norway and Iceland competes more with our Shore fish, and indirectly affects our Labrador fish. The price of French green fish is a great factor in regulating the price of our Labrador fish; no matter what the price of Labrador fish is they undersell us from 1s. to 2s. per quintal.

There has been an increase in the price of Labrador fish the past three years; I think this is partly attributable to the operation of the Bait Act, in not allowing the French to get sufficient Bait.

With an average catch, at the Labrador, of fifty quintals per man, no supplying merchant could do a safe and profitable business for a less price than \$3.00 per quintal.

The business could not be carried on at \$2.00 or \$2.50. It would be speedy ruin.

The West India fish and large Bank fish were sold here, in October, for \$3.00 per quintal; and since January, sold at \$4.80.

The West Indian markets, for the past year, have been gradually rising.

This increased price in West Indian markets, and the demand from Nova Scotia, have been caused by the decrease in the French fishery.

We are engaged in supplying for the Bank fishery, but I have not the statistics at hand of quantity and prices. I think the Bank fishery, in 1888, was a fairly successful one, and an average voyage. In the year 1889, the voyage was very short.

This shortage was caused by the scarcity of fish and uncertainty of getting Bait.

The granting of licenses to Americans has materially interfered with the carrying out of the Bait Act. I don't think licenses should be granted to Americans unless they gave us the liberty of sending our fish and oil into their country duty free.

I think if the French were permitted to get bait on our Southern Coast it would probably result in the destruction of our Labrador fishery. That is, the prices of our Labrador fish would be so small that we could not compete with them.

I don't think that you could get a crew of Newfoundland fishermen to prosecute the Bank fishery if they were obliged to use salted bait of the previous year. Without fresh bait the Bank fishery must be given up in my opinion.

A few years ago we had a large quantity of squid salted, in store, in the autumn, intending to use them on board of one of our steamers, they were utterly condemned by the crew in the spring, and they refused to use them, and we were obliged to send her away for fresh bait.

[EXHIBIT A.]

**Labrador Codfish shipped from Newfoundland by Bowring
Brothers, from 1885 to 1889.**

Year.	Vessels.	No. of qtls.	N. R.	Average price pr qtl.
1885.....	Camelia.....	3000	£ 833 0 0	.....
	Rheidol.....	3200	1949 0 0	.....
	Olive Branch.....	3200	790 0 0	.....
	Ariel.....	3500	1165 0 0	.....
	Guiding Star.....	2900	612 0 0	.....
	Silvia.....	3000	741 0 0	.....
	May Cory.....	3100	988 0 0	.....
		2264	721 0 0	.....
		24164	£7799 0 0	6s. 5d.
1886.....	Ann Clark.....	3300	£1899 0 0	.....
	Rheidol.....	3200	1629 0 0	.....
	Olive Branch.....	3200	1473 0 0	.....
	Stone House.....	790	314 0 0	.....
	Clementine.....	2250	1410 0 0	.....
	Grace.....	1924	1234 0 0	.....
		14464	£7959 0 0	11s. 6d.
1887.....	Olive Branch.....	2830	£2263 0 0	.....
	Ann Clark.....	3200	2618 0 0	.....
	C. S. Atkinson.....	1850	1486 0 0	.....
		7880	£6367 0 0	16s. 2d.
1888.....	Olive Branch.....	3000	£2101 0 0	.....
	Arthur.....	3000	2144 0 0	.....
	Ulster.....	1055	735 0 0	.....
	Clementine.....	1168	580 0 0	.....
	Caroline E.....	3700	1525 0 0	.....
	Bella Donna.....	1850	828 0 0	.....
	Silvia.....	1000	485 0 0	.....
	Grace.....	2172	988 0 0	.....
		16945	£9386 0 0	11s. 1d.
1889.....	Gavenwood.....	3400	£2446 0 0	.....
	Camelia.....	3000	1855 0 0	.....
		6400	£4301 0 0	13s. 5d.

[No. 14.]

Hon. Moses Monroe, of St. John's, merchant, sworn and says :

I am a merchant doing business in Newfoundland—the fish business. I am not supplying to any extent in the Labrador fishery. In fact, I am drawing out of it. In my opinion, the cure of Labrador fish and care of preparation of it for market has not improved during the last ten years, but my experience is limited. I am not a shipper. There has been great complaint of the size and thinness of the fish; this is attributed by many to the small size mesh of cod-traps. This small fish materially depreciates the value of Labrador fish in the market.

From the general information that I have received from foreign correspondents and others in Spain and Italy, our fish has been crushed out of these markets by French fish. Even if our fish were a better quality and cure, we could not profitably compete with French bounty fish, as they fix their price at 1s. and 2s. lower than we offer ours, having such an ample margin in their bounty.

Fish of Norway and Iceland competes with our Labrador fish, to a limited extent. The competition is chiefly with our shore and bank fish. I think that the French fish competes very materially with our bank and shore fish.

I think that the minimum price for which the Labrador fishery could be profitably prosecuted on our old system, with the average catch per man for the last five years, would be from \$3.40 to \$3.60 per quintal.

The Labrador fishery cannot be profitably maintained in competition with the French fishery at St. Pierre, should that fishery be continued as extensively, and with the prices as low as in the years 1885 and 1886.

With prices as low as from \$2 to \$2.20 per quintal, merchants could not follow up the Labrador fishery; it would be ruin to them. I have transferred my capital invested in Labrador fishery in other directions, because the price obtainable for Labrador fish will not pay, because of the extravagance and waste in carrying on the fishery, because insurance has become almost impossible from its high cost, and because of the uncertainty of receiving the voyage when caught.

I supply very largely for the Bank fishery, and have been engaged in it for the past fifteen years.

In the year 1885 I had twelve vessels engaged, and 130 men. Average catch per man, 92 quintals; average value, \$3.40.

In 1886, 16 vessels, 180 men. Average catch, 94 quintals; average price, \$3.

In 1887, 24 vessels engaged; 280 men; average catch, 82 quintals; average price, \$3.75.

In 1888, 33 vessels engaged. Average, 75 quintals per man; 390 men; price, \$4.30.

In 1889, 40 vessels engaged; 559 men; average catch, 60 quintals per man; average price, \$4.20.

The fish of last year was relatively worth more than that of 1888, but hot weather while curing caused considerable deterioration in value.

The vessels above named are not run on my own account; they are run by planters and traders.

With reference to the fishery of 1888, it was fairly successful, and the average was nearly as high as in 1887. There was a marked improvement in the price of sixty cents per quintal, notwithstanding very considerable quantities having been carried over from the previous year. In the year 1888, there was a marked decrease in the French fishery. I have no doubt that the exhausted price of our fish was caused by the short catch of French fish. The price of large West India bank fish up to October was about \$3.20 per quintal. I don't know the price exactly up to the present time, but it has considerably increased. The price paid by Nova Scotian purchasers has been enhanced by short catches of French fish. The prices in the West Indies have been higher. The short catch of French fish has been a material factor in raising the price in Nova Scotia and West Indies. There was a short catch of fish in 1889, made by Nova Scotian, Newfoundland and French vessels. I think the French had a shorter catch than either of the others. This shortage is to be attributable to a scarcity of bait and a scarcity of fish. Some of the banking skippers informed me that they anchored on very heavy schools of fish, and did well whilst their bait lasted, but the stock of bait was very short.

The Bait Act came in force in 1888. I believe that it was very imperfectly carried out.

The French cannot carry on their fishery successfully without obtaining bait from the prohibited portions of our coast. I think the bait had from the French Shore replaces that, to a small extent, formerly had from Fortune and Placentia Bays. The delay in getting it is a serious delay in their business.

The herring trade between the 1st April and 10th May, can be effectually stopped, and at a moderate cost.

Salted squids, and herrings of the previous year, are not as good bait as fresh herrings.

I don't think that it would be possible for Newfoundland bankers to prosecute the Bank fishery successfully, until caplin school, with salted bait of the previous year. It would so cripple them that we should be obliged to abandon the fishery.

The French fishery, with herring bait, was a failure in 1888 and 1889.

I think that the protection of bait might be more thoroughly and efficiently carried out by the employment of schooners and smaller boats at the different hauling places with the supervision of a steamer.

I think, with the mode suggested above, that the Bait Act can be executed successfully from April till the end of the caplin school.

With such an execution of the Bait Act, it would reduce the French fishery

from 25 to 30 per cent. If their voyage were reduced to this extent, it would cause the smaller fishermen to give it up altogether, and, thereby, reduce the fleet.

I think the granting of licenses, under the *modus vivendi*, to Americans, has gone far to kill the Bait Act, and made it most unpopular with our people in allowing the Americans to take bait to St. Pierre while our people were prevented from doing so; the latter thought it was foul play.

I think licenses might be granted to Americans if they granted us a free market for our fish and oil, and other staple products of our country.

I think that licenses should not be granted to French fishermen, and, I think, the effect on our fishery and people would be injurious, that it would turn our fishermen into bait-catchers, and demoralize the people by making them smugglers and by making it impossible to carry out the Revenue laws, and by making them nil.

The quantity of fish caught and landed by my vessels up to the 1st of June, was in all, 7,000 qtls., probably a little over. I had only thirty-eight vessels engaged up to that time, as two new vessels had not then begun the voyage. Many of my vessels had but small catches to that date. This catch will be nearly fourteen quintals per man, for those engaged.

[EXHIBIT A.]

Recapitulation of Bank Fishery outfit, 1885 to 1889.

Year.	Men.	Vessels.	Fish caught	Average per man.	Avg. Value per qtl.	Total Value	Remarks.
			qtls.	qt's.			
1885....	130	12	12,000	92	\$3 40	\$40,800	Fish relatively worth more than in 1888, but hot weather, while curing, caused considerable deterioration in value
1886....	180	16	16,500	94	3 00	49,000	
1887....	280	24	23,000	82	3 75	86,000	
1888....	390	33	29,000	75	4 30	117,000	
1889....	500	40	30,000	60	4 20	126,000	

[No. 15.]

Henry C. Goodridge, of St. John's, merchant, sworn, and says:

I have supplied, to a small extent, for the Labrador fishery. The catch of 1888, owing to the bad weather, was an inferior cure. In 1889 the cure was very good. I think our people do not take as much care of our fish as they should in curing, washing and making it white. I know that the French fish in the Mediterranean markets competes with ours; they cut the prices and make them for us, unremunerative.

The French Lavè fish competes with our Labrador. I consider that the

Labrador fishery cannot be carried on for less than \$3.00 per quintal. I think that \$2.00 or \$2.50 per quintal would be a ruinous price for all concerned.

I have been supplying, to a considerable extent, for the Bank fishery. I have not the means at hand for giving statistics for the past five years. I give a memorandum of the quantity of fish caught by our own vessels, during the herring baiting, for the past three years. The year 1888 was an average fishery on the Banks.

The French fishery, as far as I can learn, was not a good one for 1888. I should say, in a great measure, it was due to the Bait Act.

There has been a scarcity of bait for the past two years, and I think that every precaution should be taken to protect our bait fishes.

The French could not successfully carry on their fishery without the aid of our bait from the prohibited portion of Newfoundland.

I think the herring trade between St. Pierre and Newfoundland can be effectually stopped, between the 1st of April and 10th May, if a sufficient number of vessels were employed.

I would be willing to see licenses granted to United States fishermen, to a limited extent, for their own use.

Licenses should not be granted to the French to take bait, unless they are willing to take off their bounty on fish shipped to the Mediterranean ports.

Memorandum of Bankers' catches, to June.

Name of Vessel.	Tons Men		Quintals.	Quintals.	Quintals.
			1887.	1888.	1889.
Telephone.....	65	16	700	500	400
Avalon.....	56	14	500	200	.....
Ten Brothers.....	46	12	340	450	160
Rose Mary.....	74	16	700	650	400
E. S. B.....	31	10	150	.....	.....
Gem.....	31	8	50	100	60
Charles Tupper.....	84	16	.....	510	270
Jubilee.....	73	18	.....	560	460
Willie.....	50	12	.....	10	150
Orange Bride.....	50	10	.....	150	110
Annie M.....	49	12	.....	330	120
Thomas.....	74	17	.....	.....	200
Anticonfederate.....	68	16	.....	.....	200
Trixie H.....	84	18	.....	.....	230
Nemo.....	60	14	.....	.....	160

[No. 16.]

George A. Hutchings of St. John's, agent for Messrs. Job Brothers & Co., merchants, sworn, and says :—

Our firm has been engaged in supplying for the Labrador and Shore fisheries for a number of years. Within the past ten years there has been an improvement in the cure of Labrador fish, and a decided one within the past five. There have been complaints of the small size of the fish, attributable to the use of traps.

I produce a statement of fish caught for our trade for the past five years. I also furnish a statement of the shipments of Shore, Bank, and Labrador fish to the Mediterranean markets, for the past five years there has been a very material falling off in the shipments of Labrador fish to the Mediterranean markets,—the Italian markets particularly—attributable to the competition of French fish. They are able to place their fish at a lower rate and make more of it on account of the bounty. The fish of Norway and Iceland compete, to a small extent, in these markets, but more particularly with our Shore fish. They, the French, have a greater facility for shipping their fish in small quantities from Bordeaux and other places. I think that we could compete with the French on equal terms if they gave no bounty. The French fishery has fallen off since the introduction of the Bait Act, and we have been able to pay higher prices within the last three years than we have previously done.

The lowest the merchant can carry on the Labrador fishery, giving him a fair profit, and also allowing the fisherman to live, would be \$3 per quintal. If prices, by competition, had to be reduced to \$2, or \$2.50, it would be ruinous to the merchant and fisherman.

We fit out a number of vessels for the Bank fishery. In 1888 the Bank fishery, for Newfoundland bankers, was fairly successful. In 1889 it was a short fishery. This is to be attributed to the scarcity of fish and bait. I know that there was a great falling off in the quantity of fish caught in 1888 in the French fishery. This I believe to be attributed in the French not being able to get the bait and loss of time in getting it. I do not think that our bankers could successfully carry on the fishery from April till June if they had to use salt bait of the previous year.

Licenses should not be granted to United States fishermen unless they permit us to send our fish and oil into their markets duty free. I don't think that French fishermen should be allowed to come in on our coast to get bait unless they took the bounty off their fish.

[EXHIBIT A.]

Statement from Job Brothers & Co. of quantity of Labrador fish caught for their trade for five years, 1885 to 1889, both inclusive :

1885	....	....	....	55,018 qtls.
1886	....	....	....	36,118
1887	....	....	....	41,485
1888	....	....	....	44,067
1889	....	....	....	38,880
				<hr/>
				215,568 qtls.

Shipments of Cod Fish—Shore, Bank, and Labrador—by them to Mediterranean ports for the five years, 1885 to 1889, showing average price per quintal obtained there.

::: 1885 :::

Blanche, to Carthagena	....	4,600 qtls.	....	£3,607	0	9 stg.
Lilian, do	....	3,820	....	3,233	1	6
May, to Alicante	....	3,200	....	2,571	12	9
Brixham, to Genoa	....	10,000	....	9,204	7	2
Hafren, to Leghorn	....	4,200	....	2,695	17	6
Rosebud, to Zante	....	4,150	....	3,125	16	6
				<hr/>		
				29,970 qtls.	....	£24,436 16 2 stg.

Average price per qtl. 16s. sterling.

::: 1886 :::

Fanny, to Alicante	....	4,500 qtls.	....	£3,429	12	3 stg.
Ethel, do	....	3,438	....	2,388	11	1
Fanny, do	....	3,880	....	2,498	13	6
Lilian, to Valencia	....	4,000	....	1,777	10	0
Maglona, to Leghorn	....	3,500	....	2,419	7	6
Dana, do	....	4,000	....	2,818	15	0
Clydesdale, do	....	10,000	....	7,862	4	10
Rosebud, Zante	....	4,000	....	3,061	5	0
				<hr/>		
				37,318 qtls.		£25,655 19 2 stg.

Average per qtl., 13s. 9d. sterling.

::: 1887 :::

Lilian, to Carthage	....	3,608 qtls.	....	£3,728	10	0	stg.
Dana, to Malaga	....	4,250	....	3,467	10	0	
Ethel, to Alicante	....	3,650	....	3,467	10	0	
Emulator, to Valencia	....	2,000	....	1,530	0	0	
Clydesdale to Valencia	....	3,000	....	2,821	10	0	
Clydesdale, to Leghorn	....	4,150	....	4,021	6	3	
Clydesdale, to Zante	....	2,213	....	2,120	9	0	
Caroline Elizabeth, to Leghorn ..	....	3,800	....	2,542	10	6	

27,243 qtls.

£24,269 3 10 stg.

Average per qtl., 17s. 7d., sterling.

::: 1888 :::

G. C. Gradwell, to Malaga	....	3,700 qtls.	....	£2,312	10	0	stg.
Mary John's, to Carthage	....	3,500 qtls.	....	3,995	13	8	
Lady Stuart, to Alicante	....	2,600	....	2,801	9	0	
Little Wonder, to Alicante	....	3,200	....	2,939	3	6	
Elgiva, to Alicante	....	4,000	....	3,816	0	7	
Elgiva, to Genoa	....	6,253	....	6,432	15	0	
Pearl, to Leghorn	....	4,050	....	3,341	0	0	
Ethel, to Patras,	....	3,650	....	1,324	17	6	
Rheidol, to Zante	....	3,350	....	2,953	12	3	

34,303 qtls.

£29,917 1 6 stg.

Average per qtl., 17s. 6d., sterling.

::: 1889 :::

Lilian, to Malaga	....	4,000 qtls.	....	£3,800	9	0	stg.
Endelave, to Malaga	....	3,683	....	2,925	12	0	
Clementine, to Malaga	....	4,000	....	3,437	10	0	
Caroline Elizabeth, to Alicante....	....	3,797	....	2,797	10	0	
Lilian, to Alicante	....	4,000	....	3,450	0	0	
Embla, to Carthage	....	3,426	....	4,017	10	6	
Harold, to Alicante	....	3,000	....	2,850	0	0	
Harold, to Genoa	....	8,871	....	4,134	12	0	

32,710 qtls.

£27,412 14 6 stg.

Average per qtl., 16s. 9d., sterling.

BANKERS.

Statement of the number of Bankers fitted out by Job Brothers & Co., with their catch of Cod-fish, and price of same in Newfoundand, for the years 1885 to 1889.

::: 1885 :::

Mary,	72 tons reg'r . .	1,800 qtls.	\$5,224 00
Clara Jane,	61 tons	1,598	3,920 00
Sonata,	71 tons	1,460	4,276 00
			<hr/>
3 vessels.		4,858 qtls.	\$13,420 00
Average value per qtl., \$3.00.			

::: 1886 :::

Mary,	72 tons, reg'r . .	2,087 qtls.	\$6,568 00
Sonata,	71 tons	2,080	7,304 00
Clara Jane,	61 tons	1,095	3,602 00
G. G.,	99 tons	1,531	4,694 00
Charming Lass,	67 tons	1,046	3,270 00
			<hr/>
5 vessels.		7,839 qtls.	\$25,438 00
Average value per qtl., \$3.25.			

::: 1887 :::

Alert, s.s.,	65 tons reg'r . .	2,400 qtls.	....
Mary M. Bartlett,	60 tons	2,000	....
Charming Lass,	67 tons	1,500	....
			<hr/>	
		5,900	....	\$21,249 00
Mary,	72 tons	1,457	....	3,772 00
Cara Jane,	61 tons	1,039	....	3,920 00
Sonata,	71 tons	1,861	....	6,770 00
G. G.,	79 tons	1,948	....	7,216 00
Morning Star,	42 tons	628	....	2,510 00
Ivanhoe,	44 tons	1,107	....	3,436 00
J. W. Gillett,	37 tons	826	....	3,465 00
Mar'e Malvina,	53 tons	940	....	3,290 00
Pansy,	37 tons	600	....	2,100 00
			<hr/>	
12 vessels,		16,306 qtls.		\$58,719 00
Average value per qtl. \$3.60				

1888

Nimrod, s.s.,	225 tons reg'r	2,000		
Alert, s.s.,	63 tons	1,700		
Mary M. Bartlett	60 tons	1,400		
Charming Lass,	67 tons	2,600		
Mary,	72 tons	1,200		
Vigilant,	86 tons	1,600		
Pansy,	37 tons	650	11,150	\$43,485 00
Clara Jane,	61 tons	1,097		4,650 00
Sonata,	71 tons	955		4,093 00
G. G.,	79 tons	1,328		5,025 00
Morning Star,	42 tons	412		1,685 00
Ivanhoe	44 tons	1,175		3,587 00
J. W. Gillett,	37 tons	492		3,202 00
Marie Malvina,	53 tons	660		2,310 00
Lulworth,	45 tons	1,278	7,397	5,100 00
15 vessels.			18,547 qtls.	\$72,406 00
Average value per qtl., \$3.90.				

1889

Alert, s.s.,	63 tons reg'r	1,520 qtls.		
Mary M. Bartlett,	60 tons	600		
Charming Lass,	67 tons	1,000		
Mary,	72 tons	800		
Vigilant,	89 tons	750		
Willie,	61 tons	700		
Sir John Glover,	40 tons	550		
Mary Malvina,	53 tons	650		
Clara Jane,	61 tons	250		
Pansy,	36 tons	150		
			6,970	\$23,350 00
G. G.,	79 tons	1,118		3,596 00
Lulworth,	46 tons	812		2,790 00
Sonata,	71 tons	912		3,362 00
Morning Star,	42 tons	379		1,402 00
J. W. Gillett,	37 tons	412		1,159 00
Ivanhoe,	44 tons	824		2,514 00
Nimble,	34 tons	196	4,653	745 00
17 vessels.			11,623 qtls.	\$38,918 00
Average value per qtl. \$3.35.				

ST. JOHN'S, NEWFOUNDLAND, March 12th, 1890.

[No. 17.]

Neil Campbell, of St. John's, manager of the firm of Baine, Johnston & Co., sworn, and says:—

The firm of Baine, Johnston & Co. has been largely engaged, for a number of years, in supplying for the Bank and Labrador fisheries. There has been more care bestowed on the cure of Labrador fish within the past ten years than before that time. Some years the cure has been inferior, owing to bad weather and lateness of the season. The size is much smaller than it was twenty years ago, attributable to the large use of cod-traps. This has depreciated its value in foreign markets to some extent.

I produce statistics of the quantities of Labrador fish shipped to Mediterranean markets for each year for the past five years:—

1885—We shipped to Mediterranean markets, 61,214 quintals; average price paid for it here, \$2.40 per qtl. I have not the average net proceeds.

1886—Shipped to Mediterranean, 43,570 quintals; average price paid here \$2.40 per qtl.

1887—Shipped to Mediterranean, 33,589 quintals; average price paid here, \$3.20 per qtl.

1888—Shipped to Mediterranean, 36,166 quintals; average price paid here, \$3.60 per qtl.

1889—Shipped to Mediterranean, 30,155 quintals; average price paid here, \$3.00 per qtl.

The prices in the Mediterranean markets, in the year 1888 were not sufficiently high to justify the price at \$3.60 per qtl., paid for fish here.

There is a continuous falling off of the demand for Labrador fish, owing to the keen competition of the French.

Spain and Italy are the chief markets where their competition is felt.

We have not heard complaints of the competition of Norway and Iceland, with our Labrador fish. I think they compete more directly with our Shore fish. The French undersell us; they are, owing to the bounty, able to place their fish at a lower price.

I do not think the Labrador fishery can be profitably carried on at a lower price than \$3.00 per quintal. I think that if the fish were reduced to \$2.00 or \$2.50 pr quintal, with the present mode of catching it, it would result in a general wind-up of the business. No merchant would be safe in embarking his capital in this business, and the fishermen would not earn enough to keep themselves from starving.

We have been engaged in supplying for the Bank fishery some six or seven years. I produce a statement of the number of vessels supplied directly by us; there are a number of others supplied, indirectly, through planters:—

1885—Vessels, 1; quantity of fish, 1,396 qtls.; average price, \$2.82 pr qtl.

1886—Vessels, 4; quantity of fish, 5,667 qtls.; average price, \$3.01 pr qtl.

1887—Vessels, 6; quantity of fish, 4,908 qtls.; average price, \$3.74 pr qtl.

1888—Vessels, 8; quantity of fish, 8,457 qtls.; average price, \$3.85 pr qtl.

1889—Vessels, 6; quantity of fish, 4,027 qtls.; average price, \$3.81 pr qtl.

I think that the year 1888 was not a fairly successful one.

The increased price is attributable, in a measure, to a short catch of French fish. The price has, I think, been appreciated from eighty cents to \$1.00 per quintal the past year, through the short catch and high price of French fish.

I have no personal knowledge of the bait-trade with the French.

I don't think that Newfoundland bankers could successfully prosecute the Bank fishery if they had to depend on salt squid, and other bait, of the previous year. With fresh bait they find it quite enough to do to make it a paying business. Nothing less than 1,000 to 1,500 quintals, according to size of the vessel and crew, would pay.

I believe that this Bait Protection Service has been a material benefit to this Colony. It has resulted in a decreased catch of French fish; and has reduced the smuggling on the South Coast. We find persons from that part of the coast purchasing goods here in St. John's who had not done so formerly.

I do not approve of licenses being granted to American fishermen, unless they granted us free entry into their markets for our fish and oil.

I think that no licenses should be granted to Frenchmen, unless they abolished their bounties.

Labrador Cod-fish, shipped by Baine, Johnston & Co.**::: 1885 :::**

Name of Vessel.	Loaded at	No. of Qls.	Destination.
Cicelia	.... Turnavick,	2,431	Exeter.
Royal Star	.... Red Bay,	3,400	Figueira.
Silver Sea	.... Lance-au-Loup,	4,500	Lisbon.
Corisande	.... Battle Harbor,	5,000	Leghorn.
Chrysolite	.... Occasional Harbor,	3,800	Lisbon.
Forward	.... Mannox Island,	3,800	Genoa.
Kenmore	.... Holton,	3,000	Plymouth.
Girl of Devon	.... ditto,	3,800	Genoa.
Gowan	.... Turnavick,	3,800	Leghorn.
Castelia	.... ditto,	2,300	Exeter.
Energy	.... Black Island,	3,800	Alicante.
Augusta	.... ditto,	3,733 ¹ / ₂	Plymouth.
Lord Duffus	.... St. John's,	4,000	ditto.
Ethel	.... ditto,	3,500	ditto.
May	.... ditto,	1,150	ditto.
Morning Star	.... ditto,	4,500	Malaga.
Sparkling Glance	.... ditto,	3,700	Plymouth.
Lord Devon	.... ditto,	1,000	Lisbon.
		61,214 ¹ / ₂	

::: 1886 :::

S. S. Elgiva	.... Battle Harbor,	8,770	Gibraltar.
Nairnshire	.... Turnavick,	3,300	Exeter.
Lord Duffus	.... Ditto.	3,800	Alicante.
Girl of Devon	.... Holton,	3,800	Genoa.
Cicelia	.... Battle Harbor,	1,260	Figueira.
Corisande	.... Lance-au-Loup,	4,000	Malaga.
Maggie	.... Occasional Harbor,	3,400	Plymouth.
Forward	.... Turnavick,	3,800	Lisbon.
Gowan	.... Black Island,	3,800	Genoa.
Hebe	.... St. John's,	1,640	Alicante.
Isabella Wilson	.... ditto,	3,500	Plymouth.
Corisande	.... ditto,	2,500	Malaga.
		43,570	

::: 1887 :::

Name of Vessel.	Loaded at	No. of Qtls.	Destination.
S. S. Ethelbert	Battle Harbor,	6,350	Alicante.
Gowan	Mannox Island,	3,908	Leghorn.
Maggie	Turnavick,	3,221	Gibraltar.
Nairnshire	ditto.	3,300	Alicante.
B. J. . . .	Battle Harbor,	3,200	Lisbon.
Girl of Devon	Black Island	3,290	Genoa.
Agenoria	St. John's	1,300	Lisbon.
Sea Lark	ditto.	4,000	Malaga.
Pedestrian	ditto.	3,760	Alicante.
Grace	ditto.	1,260	Lisbon.
		<hr/>	
		33,589	

::: 1888 :::

Dundarg	Holton,	3,750	Leghorn.
Lord Duffus	Turnavick,	4,000	Alicante.
S. S. Ruby	Battle Harbor,	3,530	Valencia
Gowan	Long Tickle,	4,206	Leghorn.
Glenboyn	Turnavick,	4,750	Gibraltar.
May	Battle Harbor,	4,230	ditto.
Samuel Moss	St. John's,	1,200	Leghorn.
Elite	ditto.	1,500	Figueira.
Mabel	ditto.	3,000	Excter.
Pedestrian	ditto.	2,000	Alicante.
Maggie	ditto.	4,000	Barcelona.
		<hr/>	
		36,166	

::: 1889 :::

S. S. Ruby	Battle Harbor,	6,162	Alicante.
John Smith	Turnavick,	3,800	Malaga.
Mabel	Battle Harbor,	3,200	Valencia.
Fairwind	Curlew,	3,764	Leghorn.
Lord Duffus	St. John's,	1,000	Alicante.
Gowan	Turnavick,	4,020	Genoa.
Spark	St. Michael's,	4,309	Leghorn.
Stonehouse	St. John's,	2,200	Valencia.
Sparkling Glance	ditto,	1,700	Barcelona.
		<hr/>	
		30,155	

[No. 18.]

H. W. Robertson, manager of the firm of J. & W. Stewart, St. John's, sworn, and says:—

Our house has been engaged in supplying for the Labrador fishery for a number of years. The cure of Labrador fish has improved within the last ten years, although, I believe, not equal to what it was many years ago. I don't think we have found many complaints of the small fish. We have not heard of complaints of traps.

We shipped, in 1885, to the Mediterranean markets, of Labrador fish—21,400 quintals.

1886.....	14,800 qtls.
1887.....	14,600 qtls.
1888.....	15,650 qtls.
1889.....	14,700 qtls.

The trade price was, in 1885.....	\$2 40 per qtl.
" " " " " 1886.....	2 40 " "
" " " " " 1887.....	3 20 " "
" " " " " 1888.....	3 60 " "
" " " " " 1889.....	3 00 " "

The increased price is attributable to less competition of French fish. The French great competitors in Mediterranean markets are able to sell their fish at lower prices; this is on account of their bounty.

The fish of Norway and Iceland, being hard cured, competes more directly with our Shore fish.

I think the average price for 1885 and 1886, in Mediterranean markets, was about \$2.60 per quintal, and in 1887 and 1888 about \$3.20 to \$3.40 per quintal.

In 1889 the French were not competitors to the extent that they had been in previous years.

The Labrador fishery could not be profitably prosecuted on our present system for less than \$3 per quintal, and the average catch per man should be fifty quintals. The average for the past five years has been considerably less than fifty quintals per man.

At \$2 or \$2.50 per quintal it would be a ruinous trade and all suppliers would have to give it up. Taking the average catch at forty quintals, which is quite as much as it has been for the past five years, the share belonging to the fisherman would be only \$40, and at \$2.50 it would be only \$50 for the fisherman, and would mean starvation for them and serious loss to the supplier.

If the French compete with us, as in 1885 and 1886, it would simply ruin the trade and drive us out of the markets.

We supply a small number of bankers. In 1888 it was a fairly successful year on the Banks. Our bankers would not go on the Banks with salted bait, and I do not think that they could prosecute the fishery successfully until the 1st of June.

The French were not sufficiently supplied with bait in the spring of 1888 and 1889, and they lost considerable time in trying to secure it. I believe the French have a large quantity of squid salted in from last autumn.

I believe the French catch of last year was approximately shorter than that made by Canadian and Newfoundland fishermen, and this is solely attributable to the want of bait in the early part of the year.

I think the Bait Act was not as strictly enforced the past two years as it should have been. I think it requires more vessels to perform the service more efficiently.

I don't think that licenses should be granted to American fishermen in future unless they allowed us to send our fish and oil duty free into their markets.

I don't think that the French should be licensed to take bait on our Southern Coast unless they agreed to abolish bounties in the Spanish and Italian markets. I look on the Bait Act as a great lever in our hands to reduce their catch of fish or to bring them to terms with regard to bounties. I think experience has proved that they cannot successfully carry on their fishery without the aid of bait from our South-west Coast.

[No. 19.]

Edwin J. Duder, of St. John's, merchant, sworn, and says:—

I have been engaged in the Labrador and Shore fishery for a number of years. I have no cause to complain in the make of our Labrador fish, but many complaints of the small size of the fish. This is probably attributable to traps and cod-scines. If taken with hook-and-line this small size fish would not be caught.

I shipped in 1885, to the Mediterranean markets, 20,000 quintals of Labrador fish; the price here was \$2.40 per quintal.

1886—Shipped 12,000 quintals; price for same \$2.80 per quintal.

1887—Shipped 13,000 quintals; price for same \$3.60 per quintal.

1888—Shipped 16,000 quintals; price for same \$3.60 per quintal.

1889—Shipped 27,000 quintals; price for same \$3.00 per quintal.

I wish to state that in 1888, we had a large quantity of inferior-made fish, owing to bad weather.

The markets in the Mediterranean for Labrador fish for the past five years have not been remunerative, and I attribute the low prices to foreign competi-

tion; principally, to the French. The French fish in these markets has the effect of regulating them; the French are driving us out of the Italian markets altogether.

I consider that with fifty quintals per man and \$3.00 per quintal, the fishery would be a safe one for the merchant and fisherman.

With the French fishery as successful as it was in 1885 and 1886, and the prices as low, our Labrador fishery could not be profitably prosecuted. There has been a decided improvement in the price of Labrador fish in the Mediterranean markets for the past year.

I have been supplying for the Bank fishery for the past few years, and I produce a return for the past four years: The year 1888 was a fairly successful fishery. For the past four years the price paid by me for Bank fish was an average of \$4.00 per qtl. Our people use fresh bait. I don't think the Bank fishery could be carried on with salt bait.

I think that the Bait Act has been a great help to the country in the realization of prices for all our fish.

I don't approve of giving the French a license to take bait, unless they take the bounty off their fish.

If the Americans take the duty off our fish and oil in their markets, we should let them take out licenses to get bait.

Statement of No. of Bankers fitted out by Edwin J. Duder, for the Bank Fishery, from 1886 to 1889.

1889.	1888.	1887.	1886.
Aurora 1,193 qtls. \$4,903 Genesta 1,057 4,070 Pelican 704 2,927 Juliet 1,200 4,545 Cyprus 693 2,655 Zingra 512 1,963 Galatea 1,240 4,300 Queen Vic... 709 2,485 Orion 1,093 4,109 Effie M. 814 3,257 Romeo 535 2,046 Arctic 337 1,410 Gaspercau .. 390 1,525 Iris 850 3,375	Aurora 1,425 qtls. \$5,972 Pelican 854 3,396 Portia 444 1,957 Cypress 924 3,660 Zingra 840 3,597 Galatea 1,977 4,666 Queen Vic... 1,340 4,983 Effie M. 1,367 5,303 Annie Roberts 680 2,700 Arctic 743 2,870 Gaspercau ... 870 3,425 Iris 890 3,510	Aurora 2,295 qtls. \$8,480 Pelican 826 3,130 Portia 1,195 4,650 Cyprus 846 2,750 Zingra 875 3,373 Queen Vic... 1,145 4,060 Sulcan 425 1,550 Annie Roberts 725 2,810 Arctic 924 3,330 Gaspercau ... 900 3,120 Iris 700 2,720	Pelican... 419 qtls. \$1,727
14 vessels.. 11,327 \$43,570	12 vessels.. 11,454 \$46,039	11 vessels.. 10,856 \$39,943	1 vessel.. 419 \$1,727

[No. 20.]

Sub-Inspector Sullivan, of St. John's, sworn, and says :—

I was engaged in helping to carry out the Herring Protection Act. I began on 6th March, 1888, on board the S. S. *Hercules*. I proceeded to Fortune Bay. Judge Prowse had charge of the service on board the *Lady Glover*, and started on the service with us. When we arrived in Fortune Bay we visited the harbors. We called at St. Lawrence, Lamaline, and Fortune Harbor, thence to Harbor Briton on our way into the bay. I warned the people against any violation of the law and put up Proclamation. The feeling was intensely strong every place we visited. We met with attempts of violence everywhere we attempted to enforce the law. There was no appearance of combination at that time, but rumors of such forming. About the 19th of April I was at Hr. Briton. There were about thirty-five small schooners and boats in the harbor; I visited none, but some of the men came on board. I was on board the *Lady Glover* with Judge Prowse whilst the *Hercules* was cruising in the mouth of the bay. The feeling was intensely strong against us, as shewn by the blowing of horns, firing of guns, and threats of violence, also of violation of Act. We believed, by information received, that they had met by appointment and that many had not attended. We explained to them the law and that we intended enforcing it. On the 23rd of April I proceeded from Brunette to Bay-du-Nord Brook, where I found the *Lady Glover* anchored, and the *Greyhound* came in shortly afterwards. At 12.30 p.m. the three steamers started from there for Rencontre, arriving at the latter place at 3 a.m.; we there arrested four men, viz.: Thomas Vallie, John and George Baker, and a young Englishman whose name I have forgotten. We put them on board the *Lady Glover*, and left there about 8 a.m., all three steamers together. They were arrested for assaulting the constables whilst searching a schooner, in Rencontre, belonging to Henry Giovinnini of that place. We returned to Bay-du-Nord and found that a good many schooners had left, having given up the attempt at combination to violate the law. We found no combination of importance or act of violence afterwards. After leaving Bay-du-Nord we went on our cruising ground at the mouth of the bay. We searched every craft that we could overhaul, going out of the bay, and all schooners we found anchored in harbors or suspicious places. Our steamer was very slow. In fact, she was a cripple all the time, having a defective boiler. We found small quantities of herring on board craft which, in our judgment, was only sufficient for bait for them. Wherever we had suspicion we put the master on oath, *i.e.*, where she was not engaged in fishing or where we thought that she had more bait than was necessary for their own use. During March and April, and up to the 10th of May, no material violation of the Act. Prior to the 10th of May the *Greyhound* had been discontinued and the *Favorite* came on to St. John's. We had four steamers on the service at one time. I think that one good steamer would have been as good as all four. They were all very slow boats. About the 10th of May the *Lady Glover* left for St. John's with Judge Prowse and I remained in charge of the service with the *Hercules* and *Favorite*,

only; these boats were almost useless and I believe some violation of the law took place. The *Lady Glover* was the smartest boat and they had no fear of the other two, knowing she was off the service. I had made no seizures up to that time, nor during the month of May. On the 1st of June the *Hercules* broke down and was obliged to return to St. John's. Commander Robinson, in the *Ingraham*, came into St. Lawrence on the 5th of June, from St. John's. I had been left at that place by the *Hercules* on the 2nd of June. We had the *Favorite* until the *Lady Glover* returned from St. John's, and during the remainder of the season we only had the *Lady Glover* and *Ingraham*. I remained on board the *Ingraham* with Commander Robinson, leaving O'Reilly in charge of the *Lady Glover*. The *Lady Glover* was then stationed in the mouth of Fortune Bay; we placed shore crews, with boats, at the principal caplin places: at Tites' Cove, near Burin, at Little Lawn, Point-de-Gauls, at Lamaline, Big Meadow, and Deadman's Cove, near Harbor Briton. I am of opinion that there was very little violation of the Act during that season. Caplin were unusually scarce during that season. I believe they were scarce at Miquelon, and also Langley. The service, in my opinion, was as efficiently carried out with the vessels at our disposal as could be. I was relieved from the service from the 12th of July to the 15th of August. I then returned and relieved Captain Robinson, and remained in the service until the 12th of March last. During August, September, October, and November, we had all we could do to prevent the exportation of squid. The *Ingraham* broke down on the 12th of October, and I then had to employ sailing craft. I continued in sailing vessels up to the 17th of December, when the steamer *Greyhound* was engaged for me. From that time until the 2nd of February, I made six trips to Black River, Placentia Bay, and also around Fortune Bay. I had a schooner stationed at Bay-du-Nord. On the 2nd of February I was taken on board the S. S. *Curlew*. I made seven trips on Fortune and Placentia Bays in the *Curlew*. The *Curlew* was the most efficient boat of the lot that was employed. My opinion is that the *Fiona* is not fast enough for the service, and has not sufficient carrying capacity for coals. Commander Robinson, in the *Fiona*, relieved me at Black River, Placentia Bay, about the 12th or 13th of March. I returned to St. John's and proceeded again on the service on the 2nd of May, in the steamer *Lady Glover*. We cruised first principally between Dantzic Point and Burin. We had boats and crews stationed at Tites' Cove, Little Lawn, Lord's Cove, Lamaline—also, one at Big Meadow, and one at Grand Beach, Fortune Bay. We found many violations of the law last season and seized nine craft—taking them to Harbor Briton, where all were convicted. There were much greater efforts to violate the law last season than the previous one. From May to the middle of July we boarded over three hundred craft; finding that they were using very ingenious means to secrete the bait, we found it necessary to board and thoroughly search all. In some cases we were not able to catch them, being too fast for us. There was a scarcity of caplin on the coast, but not so scarce as the year before; about Lamaline they were plentiful, and from there to

Point Crew. At the other chief hauling places they were very scarce, but were very plentiful about Cape St. Mary's and the Cape Shore; and, I believe, considerable quantities were smuggled to St. Pierre and the St. Pierre Banks from these localities. In my opinion there were more caplin and herrings taken to St. Pierre than the previous season. The craft that we had seized the previous year had been all returned, and, the dread of forfeiture being removed, they were much bolder in violating the law. I believe that the dread of confiscation would have the greatest restraint, and that being removed, and the high prices offered for bait—in some cases 50 francs per hogs. for caplin—accounts for the great number of violations.

On the 3rd July 1888, when in company with Commander Robinson on board the steamer *Ingraham*, we seized two St. Pierre vessels at a place called Laird's Cove, near Cape St. Mary's, they having fresh caplin on board which they had purchased at that place; the crews of these vessels were, respectively, sixteen and seventeen men. They had been engaged in the deep-sea fishery, from the opening of the season up to that time, and had only caught 150 qtls. fish for each vessel. I believe that this short catch is entirely attributable to the difficulty in procuring bait. They admitted this themselves, and said "that they had lost their time in attempting to procure bait."

I know that our bait-fishes have been most materially conserved from destruction and waste by the enforcement of the Bait Act.

There has been a material diminution of caplin during the last ten years, but the herrings appear to be as plentiful as they were ten years ago.

I do not believe that the French have had sufficient bait during the past two years, and what they have had has partly been smuggled from Newfoundland; partly from St. George's Bay, and the French Shore; large quantities of herring and squid from Nova Scotia and some, no doubt, from France, and squid from the Banks; and they catch large quantities of squid at St. Pierre.

I firmly believe that the French cannot carry on the Bank fishery as successfully in the future as in the past, without the aid of bait from the prohibited portion of Newfoundland.

I believe that the delay in getting bait from St. George's Bay is more costly, and a serious impediment to their fishery.

The French cannot supply sufficient caplin for their second fishery, without the aid of Newfoundland.

For some years past the French depended largely for a supply of squid for their third fishery on Newfoundland. I doubt much if they can get ample supplies during all the time of their third fishery.

If the French could not procure herrings before the 5th of May, I believe that they would be glad to get them, even then, as they would get a month's fishing before caplin.

I believe that they would rather take salted bait, of any kind, at the commencement of the fishing season than wait until the 5th of May for fresh herrings from St. George's Bay.

The herring trade between St. Pierre and Newfoundland can be effectually stopped, and at a moderate cost.

Many of those formerly engaged in the bait-trade have suffered serious loss in being deprived of it; all those who had suitable craft have turned to other fisheries, and, I think, have been fairly successful.

There was a large annual proportion of the proceeds of the bait-trade paid for in goods at St. Pierre; that the goods were chiefly dutiable, and that the larger proportion of these goods were smuggled into the Colony without paying any duty. If the bait-trade were renewed, the Revenue laws on that part of the coast could not be successfully enforced.

In my opinion, the service can be thoroughly and efficiently performed, by the employment of one good fast steamer, with a superintendent, aided by a sufficient number of schooners stationed with an officer on board each, at all the important hauling-places; the number of these schooners might probably be reduced, if they were aided by telegraphic or telephonic communication, between each of these places. Many of the American fishermen who had licenses to take bait, violated the law by taking a larger quantity than they required for their own use, and taking the surplus quantity to St. Pierre and selling it. This conduct made the Bait Act very unpopular amongst our own people; and, I believe, our people are thereby influenced to attempts of violation of the Act themselves. Those of our fishermen who sold bait to them, benefitted thereby. I don't know—beyond making it more difficult to carry out the service—that these licenses affected our trade or fisheries injuriously. I do not think that licenses should be issued to United States fishermen on the same terms as heretofore; that is, if it be the intention to carry out the Bait Act.

[No. 21.]

John Sullivan, of St. John's, Sub-Inspector of Police, sworn and says:—

I was engaged this past season as a Commissioner, in conjunction with Commissioner McGrath, to carry out the Bait Protection Service. I left here on the 9th April and joined the *Hercules* at Placentia. My cruising ground was from Lamaline, around Placentia Bay to St. Mary's. I took shore crews and placed them at the following places:

Lamaline: a dory, two men and a constable.

Great Laun: a dory and five specials—under the direction of Manuel Pike.

St. Lawrence: a dory and two specials—under Vavasour, preventive officer there.

Little Harbor: a dory, constable and two men, for the district of Bay-de-L'eau and St. Joseph's. At Harbor Buffett, I did the same.

Haystack, Great Bruley, Little Southern Harbor, Rams Island, Long Harbor, Great Placentia and Little Placentia: I placed a dory, one constable and two men.

St. Mary's Bay: a schooner—under the direction of Sergeant Oliphant.

Later, I placed a dory and two men at Little St. Lawrence, as herrings were plentiful there, and a large number of vessels were expected in.

These crews were all placed in houses and provisioned. The constables in charge had received commissions as preventive officers. I believe these appointments had a very good effect; the constables attended well to that branch of duty. These constituted the whole of the Protective Service for that part of the Island. I had a boat's crew on board with me and a man to look after the supplies. I superintended these shore crews and visited them regularly as often as the weather would permit and exchanged reports with them, each man having been ordered by me to keep a diary. They remained at their stations during the whole of the herring season. No American, French, or Canadian vessels came into this district for bait; none but our own Newfoundland bankers. A great many Newfoundland bankers baited at the following places: Harbor Buffett, Muscle Harbor, Long Harbor, Ram's Island, St. Lawrence, Laun, a few at Lamaline, one or two at Sound Island, a few at Burgeo Island, Placentia Bay, and a few in St. Mary's Bay. The principal baiting places were Harbor Buffett, Muscle Harbor and Long Harbor. Herrings were plentiful in Placentia Bay. I believe the constables carefully superintended the quantity of herrings put on board vessels, and, in each case, before the vessel's departure from the station, the constable noted on the back of the license the date and the quantity of herrings taken; this was done after the vessel was baited and ready for departure. I don't believe that any herrings were taken, either from Placentia or St. Mary's Bays, to St. Pierre, after we began the service. The crews remained at these stations until the caplin struck the shore.

The *Hercules* got on shore at Great St. Lawrence, and was obliged to come on to St. John's for repairs. The *Greyhound* was then placed at my disposal, and in her I took up the shore crews and placed them at other points for the caplin. My district, during this time, did not extend further west than Great St. Lawrence. I placed a dory and crew at Tites' Cove, at John-de-Bay, at Paradise, at Great Placentia, that is Point Verde; at Little Placentia, Great Barrisway, Ship Cove, St. Bride's, Patrick's Cove, Leard's Cove, Angus Cove, Branch, and St. Mary's Bay. At Cape St. Mary's I stationed the schooner *Walwin*, for Cape Cove, Lance Cove, Bull Cove, and the neighborhood, east and west, generally. I was obliged to do this, as caplin was very plentiful, and

the place being so rough, I found it impossible to place a shore party there that would be of any use. At this time I engaged another schooner for a month, to cruise along the east side of St. Mary's Bay, as a few foreign vessels had begun to come in, and I expected that a large number of them would come; but it turned out afterwards that very few came.

In Placentia Bay there were only two or three vessels baited at Tites' Cove, and two or three more at Placentia. I think there were a few licenses collected at Burin. During the whole time that I was in the *Hercules* and *Greyhound* there was no foreign license issued by Mr. McGrath, who was Magistrate on board. A great many Newfoundland vessels baited at these stations. I know that particular care was taken to prevent these vessels from getting more bait than they required for their own use, and I have not heard of more having been taken from the district over which I have supervision; only one case in which any opposition was given to the constables in examining vessels. This was the case of a man named Inkpen, of Burin, master of the schooner *Helena*, apparently fitted out for the Bank fishery, and it occurred at Patrick's Cove about the 25th June. A warrant was issued, by Mr. Hippisley, for the apprehension of this man, on the complaint of Constable Levi Sheppard. But the warrant has not been executed yet. There were two convictions for violation of the law—the first, Thomas Bonnell, at Lamaline; he had sold nine barrels of herrings at St. Pierre. We boarded him on his return from St. Pierre. The herrings he sold he had taken in the roadstead in the night; he was convicted and sentenced to two months' imprisonment, or to pay a fine of five hundred dollars. His boat was confiscated, but was afterwards returned to him. There were three. The other two were Burin men—one was convicted for having twice taken herrings from Fortune Bay to St. Pierre. The other we caught in the neighborhood of Burin. The masters, only, were tried and convicted. I remained on the service until the 11th July, when I took up all my shore crews, with their appliances, and returned to St. John's on the evening of the 12th. The caplin had become scarce and were striking off. I was instructed by the Government to return at this time.

I believe that the Bait Protection Service was more effectually carried out in my district than it had ever been before, and I also believe that no better arrangement could be made. With such an arrangement, if the service, or those engaged in it, were properly supervised, very little, if any, bait could be smuggled to St. Pierre by our own people or any one else.

I attribute the small number of foreign vessels coming into my district to the fact that they knew, from experience, that I would rigidly enforce the law. I have been engaged in the operation of the Act ever since March, 1888. I have been in Fortune Bay carrying it out. I think, with my knowledge of Fortune Bay, and the present scheme for enforcing the Act, that there were no more difficulties to encounter than in my own district in enforcing the Act, and, with the number of shore crews and other appliances, there should be little

or no smuggling in Fortune Bay with proper supervision. I see no insurmountable difficulties in carrying out the Act with the present scheme.

I believe that there is a good deal of smuggling carried on in Placentia Bay, in the way of goods from Nova Scotia. This illicit business is carried on by Nova Scotians and others who have lobster factories in the bay, as two or three very suspicious looking cases came under my own observation. I think this could be remedied, to a great extent, by the Revenue officers, at the several ports of entry, being a little sharper in their dealings with these people.

I was engaged in the supervision of the winter herring fishery, and I observed that our people were subjected to impositions by the American fishermen, and I think that an inspector of Weights and Measures is necessary to prevent them.

[No. 22.]

William Kelley, of St. John's, tide-waiter, sworn, and says :—

I am in the service of H. M. Customs; in 1887 I was stationed at Burin; in 1888, at Fortune and around Fortune Bay and Hermitage Bay. I had a Commission to hire a schooner to visit these bays to prevent smuggling; and, in 1889, I had Commission from Cape Ray to Cape Norman. I went part of the time in the *Harlaw* and part in schooner. There was a great deal of smuggling going on between St. Pierre and these bays, and wholesale smuggling going on in Burin. The Revenue records will show an increase of duty. In 1885 it was \$29, in 1886 it was \$143, and in 1887 it was \$2,100. Besides about \$900 fines and forfeitures, and \$570 for light dues.

There were about six men doing business at Burin who were not caught smuggling, some caught were let go by paying their duties.

The Bait Act came into operation in 1888. There was not so much traffic with Fortune. I managed to keep the Revenue about the same. The Revenue had increased there in 1887; an officer had been stationed there and the Revenue increased about one-third. In 1888, before proceeding on my mission, I seized a schooner at Fortune belonging to St. John's. She had on board about \$1,000 worth of smuggled goods, after having passed through two Custom Houses and disposing of a portion of her cargo. I then hired a schooner and proceeded to Seal Cove. I found a schooner belonging to Benning, from St. Pierre; they had a lobster factory there. The schooner had entered at Harbor Briton. She entered twenty-five cases lobster cans, and had fifty on board. In the factory I found twenty-five cases of cut and rolled tin, equal to 300 boxes lobster cans, 200 bundles lobster shooks, 7,000 laths, 4,000 cedar shingles, three cans nails, and other small items. I took bonds from Benning for the goods, and the case is still pending. I also seized goods belonging to him at Laun, tobacco and dry goods. I also seized sugar and sundry goods from him at Rencontre,

Western Shore, where he carried on a trading business. He also carried on a trading business at Laun. All these goods were confiscated by the Board of Revenue. The matter I believe is still in litigation. We proceeded to Burgeo and Rameo and seized goods there. In eighteen hundred and eighty-nine (1889) I was engaged on the West Coast and made seizures. We doubled the Revenue at Bonne Bay. There was a small increase of Revenue at St. George's Bay and Flower's Cove.

If the Bait Act were abolished it would increase the trade at St. Pierre, and, consequently, smuggling would follow; and it would be far more difficult to carry out the Revenue laws. There ought to be a few men at the principal places with a good small steamer. I believe, to carry out the Revenue service thoroughly and impartially, it is necessary to have a small steamer, under the charge of an energetic and determined officer. I think it impossible for a few men stationed at different places to carry out the law. They have been allowed to smuggle for so many years, that they look upon it as their right. In 1888, Tuck, at Fortune, did a large business—in the schooner *George E. Tuck*, 76 tons—in smuggling bait to St. Pierre. He smuggled caplin from John-de-Bay, and made from £1,300 to £1,400.

A great number of the smaller craft were engaged in smuggling bait to St. Pierre; and a good many of the bankers, too, would take more than they required, and sell the surplus.

The Bait Act might be effectually enforced with steamers, and there would have been no difficulty in carrying out the Act, if the Americans and Canadians were not allowed to come in under the *modus vivendi* to take the bait. They violated the law, and took more than they required. I know that there were Grand Bank schooners which carried large quantities of caplin from Trout River, at the entrance of Bonne Bay, to St. Pierre. There were also large quantities from Peter's River, Holyrood, Golden Bay and Cape St. Mary's. It would require a number of men stationed at these hauling-places to prevent it—that is, taking caplin. The first year, Fortune Bay was strictly watched. Hermitage Bay was lost sight of, and large quantities of herring were smuggled from there to St. Pierre. The French prefer salted squid to fresh herring for bait in the spring of the year. I was talking to a French agent at St. Pierre, who told me that they had 400,000 salted squid laid in. The French appear to have had plenty of squid since the Bait Act came in force. In 1888, I know, the French bankers were harassed for bait, and lost a great deal of time in procuring it; and, in some instances, paid very high prices for it. From all I saw in the carrying out of the Bait Act, I think it would be much better to allow the French to come in on our shores, pay licenses, and take the bait on our coast; it would do away with a great deal of smuggling, and save a heavy expense for steamers. I think that one steamer ought, then, to be employed combining service of the Customs' department and the collection of licenses from the French.

In 1888, there was a great deal of smuggling of bait. I counted about twenty myself selling bait to the French at St. Pierre. We had four steamers employed, and neither one of them any good. The *Favorite* was not as good as a good schooner. I believe Sub-Inspector Sullivan and Head-Constable O'Reilly did as much as they could do with the means placed at their disposal. With three fast steamers seventy-five per centum of the smuggling of bait might be prevented—that is, if the Americans and Canadians were prevented from coming there. I think we could then manage our own people.

I spent the summer of 1889 on the Shore, from Cape Norman to Channel. I was at Sandy Point, St. George's Bay, just after the quarrel, between the French and English fishermen, was over. There had been thirty or forty sail there at one time. They interfered with English fishermen. Commander Russell issued a proclamation forbidding the people from barreling any herrings until the French were supplied with bait. The French offered Mr. LeKue one franc per barrel for herrings. He refused to give them at that price. And the French said to him: "What are you going to do? You can't salt them. Don't you see the proclamation?" When he and the others saw how they retreated, they salted the herrings. They calculated that their catch was 10,000 barrels short of what it should be. The French had taken herrings themselves, and they robbed the people's nets and cut them. Commander Russell was there whilst this trouble was taking place; and Thomas Shaw, whose nets had been cut and herrings stolen, applied to him. Commander Russell only laughed at him, and told him that he had no business there. Mr. Shaw was one of the oldest residents of the place and a respectable man. If the French go there for three years they will thrash the whole of the herring out of it; they do not give them time to spawn. The ground for taking herring is very limited; and they only strike in to spawn. The inhabitants have an arrangement among themselves, to use no seines, only nets; and the French come there, with seines, and disturb them while spawning. If the French are allowed to go there and act as they did last spring, they will ruin the fishery and leave the people of St. George's Bay without any means of living.

I believe that if the French conduct themselves this spring as they did last we shall see bloodshed, for the people will not stand their conduct. The French brought two casks of liquor on shore and sold it to two licensed public houses; the Collector gauged it and collected the duty. I thought this was contrary to law, as the Frenchmen had no right to trade.

The French do a great deal of smuggling at Port-aux-Choix, Brigg Bay, Ferolle, and St. John's Island, where they have permanent establishments. These lobster factories are trading stations. They sell goods and liquors all along the shore and on these they pay no duties.

The enforcement of the Bait Act, under the present system, will certainly be an injury to the people of St. George's Bay, and under no circumstances should the French be allowed to get their bait as they formerly did. Our peo-

ple were never half paid for the bait they brought there; there were too many people engaged in carrying it there, and immense quantities of herrings were thrown overboard, and I think there was a ruinous waste of our bait-fishes. The bait trade of late years, and before the Bait Act was enforced, was so unremunerative that many of our people gave it up, some, as at Fortune and Grand Bank, turned to the Bank fishery, others to fishing in the Straits and on the Labrador; all of these have been more successful than they were at the bait trade.

If the French were ever permitted to take bait again, they ought to be compelled to come into harbors on our coast to buy it. The people would get a more regular price and there would be no waste and less smuggling.

[No. 23.]

Richard Lewis, of St. John's, mate of S. S. "Fiona," sworn, and says:—

I joined the *Fiona* in England and came out to St. John's in her. She is as good a sea boat as I have ever been on board. She steamed and sailed out. I proceeded in her on the Bait Protection Service, as mate. I found her a good boat and none better could be had for that service. Her average rate of steam was ten knots, and, if pushed, she could do ten and a-half or eleven knots. We never found a vessel whilst on the Bait Protection Service that we could not overhaul and capture. There was a great deal of fog at times: four or five days out of a week foggy. In caplin school this would render the carrying out of the law very difficult. I think that if some good, smart schooners were at the different hauling places, and crews stationed on shore, with a good steamer, the smuggling of bait could be prevented.

I consider the arrangements made for the past two years were altogether inadequate for carrying out the service. Men were placed and stationed where they were not of much service, and there were other places where no men were stationed. There was no one stationed at Cape Shore, Peter's River, Holyrood, or Cape St. Mary's. I was stationed at Cinque Isles with a boat. I had to look after Cinque Isles, Corbin Bay, and as far as Belleoram Reach. I prevented all violations of the law in the portion of the coast allotted to me. Constable Andrews was stationed at Pool's Cove to protect Bay-de-Nord and Bay East. To my knowledge there was no violation of the law at his station. There was no boat's crew stationed at Belle Bay, or Long Harbor Point; these are important hauling places; one boat's crew at Rencontre. There was no boat's crew stationed in the bay inside Long Harbor Point. There was no boat's crew stationed between Boxy Point and St. Jacques' Island. There were herrings in those localities last spring; several Americans baited at St. Jacques. There was a crew, with a dory, at Little Bay or Coombe's Cove; in Bay-de-Leau, none.

Bay-de-Leau is a great place for hauling herring. There was no boat's crew in Connaigre Bay. There was a boat's crew stationed at Grand Jervis. The whole coast to the westward of Hermitage Bay was left unguarded. All these places named would have to be guarded either by schooners or boats' crews.

During the herring school I was stationed at Fortune Bay and don't know what was done in Placentia Bay. There was a great deal of smuggling of bait to St. Pierre stopped. The Americans had free license, without limitation, to take what bait they liked. If Americans are granted licenses in the future, the quantities of herring to be taken should be strictly limited. We have heard, from good authority, that the French were starving for want of bait at times. If licenses were granted to the French and they came in to the shore to get their bait it would be a grand thing for Fortune and Placentia Bays. Every poor man that had a net would be benefitted.

There are more difficulties in carrying out the Bait Act during caplin school than during herring school.

The whole coast, including St. Mary's Bay, Placentia Bay, and Fortune Bay wherever there is a hauling place, would have to be guarded. The bait trade helps the smuggling.

[No. 24.]

Joseph Gear, first engineer S.S. "Fiona," sworn and says:—

I joined the *Fiona* in August as engineer. I found her a good sea boat, with fine engines. Our average speed on the Bait Protection Service was from eight-and-a-half to nine knots, but we could get a little more out of her. I think that she is well suited for the Bait Protection Service, and was faster than any of the other steamers engaged for that purpose. In my opinion, it is not possible for the *Fiona* to carry out the Protection Service effectually, and I don't know of any way in which it could be thoroughly carried out on such an immense line of coast with so many hauling places. The *Fiona* would be steaming every day unless we were coaling or had court business, and very often out at night. I think that every exertion was made to carry out the service.

[No. 25.]

Thomas Pynn, of St. John's, sworn, and says:—

I am in the service of the Customs' Department. I was stationed at Belleoram, in Fortune Bay, for ten months in the year 1888. I was also at St. Jacques, Harbor Briton and Connaigre Bay. There was smuggling going on

all the time, from St. Pierre. A large portion of it did not come under my notice. Four steamers were employed for a time that spring. As far as I know the law was enforced. There were some violations. There was not one-twentieth of the bait carried to St. Pierre this year that was carried the year before. The year before, I counted 400 sail in one day, going out to St. Pierre, and I know that there was an immense waste; over thirty schooner loads of herring thrown away in one day. The Americans came along about the end of April, 1888. They had licenses to take bait. I heard of half-a-dozen having taken more bait than they required for their own use, and sold the surplus at St. Pierre. Our people complained, and thought it very hard that the Americans should be permitted to sell bait to the French, and they not allowed to do so. They thought harder of that than they did of the Bait Act itself. I believe the people of Belleoram would not have attempted to violate the Act, had the Americans not been permitted to sell bait. If the Americans would only take sufficient bait for themselves and not be allowed to sell it to the French, I do not think granting licenses to them would affect the enforcement of the Bait Act. There is a large fleet of French fishermen, if they had the chance of getting licenses to come in on our coast to get bait, who would be delighted to do so; it would bring a large revenue to us, in light-dues and licenses, and prevent the destruction and waste of herring that has, previously, been going on; it would also be a great benefit to the poorer classes; and, I think, would prevent smuggling somewhat. But, it would not prevent the French from catching fish, nor reduce the quantity caught by them. I saw a French schooner coming in, in the year 1887, and procuring ice from the cliff to preserve his bait. I think that more than half the people of Fortune Bay were engaged in the bait traffic. Very few of the schooners employed by bait-carriers were fit to go to the Bank fishery. The shore fishery is very limited. Many of these people have great difficulty in finding employment. Some of them went to the Straits and in the Gulf fishing. Some of them did very well. The people have been much impoverished by being deprived of the privilege of selling bait. I think, by the employment of eighteen or twenty schooners, chosen from among the smartest of the bait carriers, and stationed at the different harbors where herrings are hauled, would be a better way of carrying out the Act, and not so expensive as steamers. The employment of these schooners would be doing good to the people. I believe before the Act was enforced the bait traffic was overdone by too many being engaged in it. A large portion of the bait caught was destroyed, there being no market for it. I think that many of the people engaged in it made very little out of it. There is the herring and caplin carrying; and sharemen who have made twenty pounds between the two consider themselves well paid, and I consider that there are many that don't make one-half that amount. I think the American trade, in winter time, for frozen herrings, a better trade for them; they pay them for their labor in money or goods at reasonable rates. The baiting of the American fishermen, the Nova Scotians, and our own Bankers, in the summer time, is a good help to them. I am certain that they could get on without

the French bait traffic, by turning their attention to the cod fishery. They have been so used to catching bait that it is hard to get them out of it. I know some that turned to the cod-fishing and did better than they had previously done catching herring. As a proof of this I instance Grand Bank and Fortune. Some years before the Bait Act was passed, although they had made money at the bait trade, finding it overdone and too many engaged in it, they entered into the Bank fishery and have been very successful, and are better off than any other people on that coast. In my opinion there were so many engaged in the bait fishery before the Act that they impoverished themselves.

[No. 26.]

Eli Tuck, Customs' Department, sworn and says:—

I am in the service of the Customs' department, and was stationed at Burin from the 4th August to about the middle of January. I was stationed in St. Jacques, Fortune Bay, two years previous—from the 17th day of April till 25th May of the following year—and I have reason to believe that there was a large amount of smuggling from St. Pierre during the year 1887, not in my immediate vicinity, but all round the Bay where no officer was stationed. Many people were engaged; I estimate that half of the fishermen have boats and schooners, and I think at least one half of these were carrying bait to the French.

In the spring of the year, for the herring baiting of April and May, every deck boat and schooner is engaged carrying bait, except the bankers of Grand Bank, Fortune, Belleoram, St. Jacques, Coombes' Cove and Garnish. After the herring fishery some of the schooners fit out for the Gulf codfishery and remain there until they get a trip of fish. Others, the larger proportion of them, fit out for the codfishery at Laun, Lamaline and Brunette. They all remain at this fishery until caplin strike in, when the greater portion of them catch caplin for the French; after the caplin is over the greater part of them fit out for the codfishery. I think at least thirty sail of schooners continue the bait trade for the whole season, catching herring and squids. I am of opinion that one half of the earnings of those engaged in the bait trade in Fortune Bay were obtained in the sale of bait at St. Pierre.

I think that a considerable number of the bait carriers suffered serious loss in the spring of 1888 by the enforcement of the Bait Act. During the months of April and May, I feel safe in saying, there was not more than one-eighth of the usual quantity of herrings carried to St. Peters from Fortune Bay. During the month of April the law was strictly enforced. In May the Americans came with licenses and bought more herrings than they wanted, selling the surplus at St. Pierre. Two or three American schooners, under my own personal observation, came into St. Jacques and took away two to three hundred barrels of herrings, and, I was told on good authority, a number of others did

the same. This conduct made the Act very unpopular amongst our own people, and they were very much bolder in violating the Act afterwards. Had it not been for the Americans coming there with licenses and carrying bait to St. Pierre, I firmly believe that the Act would have been strictly enforced. That spring the service was new and those in charge had not much experience, and the shore, from Connaigre Bay, Hermitage Bay, and western shore to Cape LaHune, was left unguarded. There were some herrings carried from those places to St. Pierre.

I do not think that steamers cruising about the bay could effectually stop the traffic in bait. If the steamers had been managed right they could have done better. I consider that with the mooring of schooners at the chief hauling-places; boats, with an officer, at other places; and one steamer cruising about, the service might be well performed. I have had many years' experience in the bait-trade, and I am of opinion that the French cannot procure bait from other sources, as suitable or as convenient, or as cheap, as that procured from Fortune and Placentia Bays. If they got bait from St. George's Bay, or other parts of the French Shore, it would cause a great delay and they could not get it before the 10th or 12th May. They could not get bait from the Magdalen Islands before the 10th to 20th May. The man with whom I boarded tried it in the spring of 1888, and procured what they required, after that time. The delay in getting bait from those parts would reduce the time of the French herring-fishery fully one-half. I was told that last spring and the spring before, the French used salted squid and found it very good bait; but, I know, from experience, years before, that they would not buy old salted squid of the previous year, at any price. I am sure that they could not catch as much fish on them as on fresh herrings. I don't think our bankers would prosecute the fishery from April to June, if they were obliged to use salted squid of the previous year, and could not get fresh herring; it would be a dead failure.

With regard to the squid bait, after caplin, there is no finer place for getting them than the Island of St. Pierre, and they can be had off the offer Bank, about seven miles from the Newfoundland coast. When the squid strike in on the Newfoundland coast I have never known them to fail at St. Pierre; and, I think, the employment of steamers to prevent them from carrying squids from our coast is a useless expenditure of money.

I think the plan that should be adopted is to license the French (charging them a fee) to come in on our coast to procure bait. I think that would be most beneficial to our people, and prevent the waste of bait. I think that the people of the bays would enforce the law themselves without material cost to the Government. Arrangements would have to be made with the French Government to compel every vessel wanting bait to take out a license, otherwise, two or three vessels might come in and take out sufficient bait for twenty, and thereby defraud the Colony of license fees. If such an arrangement were made the people could fix a standard price, and I believe they would, and the great waste and destruction of herring in the past years could be avoided.

[No. 27.]

John Crane, of St. John's, constable, sworn, and says:—

I was engaged last year on the Bait Protection Service. I was six weeks in Hermitage Bay, in charge of the steam launch. She was very good up the small bays, in smooth water; but she could not stand outside, as the water would come over her. A schooner would be better in this locality. I was on board the *Fiona* about two months. Always found the master and crew ready and willing to assist in carrying out the law. I heard the crew of the *Fiona* objected to be sworn in as special constables; but some of them were sworn in. It is necessary that every man engaged should be sworn in as special constables, and also for the land parties. Some of the men could be trusted and others could not. The bait-carriers will not pay attention to any man unless he is in uniform; and it is necessary that a constable, in uniform, should be in charge of each land-party. I think two steamers cannot carry out the law alone, unless they are assisted by boats and schooners. In caplin school, especially, it is necessary to have boats stationed at the different hauling-coves: Cape St. Mary's, and St. Mary's Bay, and from John-de-Bay to Grand Beach; and also at Rushoon and Broad Coves, in Placentia Bay. With the aid of two steamers and the schooners, and boats' crews, I think the herring and caplin traffic could be stopped.

There is a place called Connoire Bay, to the Westward of Cape LaHunc, which, up to this time, has been altogether unguarded, and from which considerable quantities of herrings were taken last year; and which is always a noted place for herrings in the spring of the year. This place is within an easy distance of St. Pierre, and ought to be guarded by a boat and crew.

While I was stationed at John-de-Bay there was one violation of the Act, by a man named Tuck; he had a crew of twelve men; part of them were drunk; they hauled caplin in spite of us, and refused to shew their license. I believe they carried this bait to St. Pierre. I got a warrant out for John and Frederic Tuck; one of them ran away, and the warrant has not been executed. Many of the people were difficult to manage, but these were utterly lawless.

With all our precautions, there was an abundance of squid in St. Pierre. I don't think much can be done with the squid; the only chance is with the caplin and herring.

[No. 28.]

George Oliphant, of St. John's, acting-sergeant of police, sworn, and says:—

I was on duty on board the *Fiona* from the 3rd of July, on the Bait Protection Service. We made some seizures of vessels. The master and crew of the *Fiona* assisted us when called upon, in making arrests or seizing vessels; and

they always attended, willingly, when called upon. The crew seemed to sympathize with the prisoners and, we believed, gave them advice in the fore-castle. I think the captain was trustworthy and a good man; but I don't think the crew would do much, if left to themselves, in searching or making seizures. The same remarks apply to nearly all civilians employed, which were stationed in the different hauling-coves. The crew refused to be sworn in as special constables, and it is highly necessary that they should be sworn in as such. The service is a very difficult one, and requires all the aid and assistance that can be got to carry it out. The carrying out of the Act was very unpopular. In the cove at which I was stationed the smuggling was prevented but with great hardship; this was at Little Laun. There were cases where craft which were not fitted out for the Bank fishery, received clearances from the Customs' to take bait; these, under false pretences took bait, and sold it at St. Pierre. To carry the Act out effectually at the hauling-coves, it would require a constable in charge of each crew stationed there.

To prevent the hauling of bait by our people, I think, there should be a constable at each station, and if the Americans are allowed to come in and take bait, it would be necessary to put a man on board to see the quantity each vessel takes. One steamer cannot carry out the Bait Service alone, without other assistance; and I think it useless to carry out the law to prevent jigging squids. When the squids are in you can jig them everywhere. It is a hard law to carry out; but it could be done for caplin and herring. It would be a great improvement in carrying out the Act, if there was a magistrate on board the steamer for the purpose of trying persons immediately after they are caught; this would save a great deal of time which is now lost in going to Harbor Briton—sometimes as much as five days in getting through a case.

[No. 29.]

Nathan Andrews, of St. John's, constable, sworn, and says:—

I was engaged on the Bait Protection Service last year, on board of the *Fiona* part of the time. Whilst I was on board, the master and crew rendered all the assistance they could to carry out the law whenever they were called upon. The crew refused to be sworn in as special constables, except the first and second officer and master, unless they received increased pay. I think it necessary that the crew should be sworn in as special constables, and arrangements should be made when shipping them. I believe three of the crew were sworn in afterwards, when we were short of men; while on shore, they received the same pay as the other shore-men. This is a very difficult service to carry out.

I think the shore crews prevented any serious violation of the law wherever stationed. From the 19th March up to the 3rd of April I was on board the *Fiona*; and from that time until the 3rd of May I was on shore, with a

crew of four men, at Pool's Cove, Belle Bay, which is the principal baiting place. I am certain I prevented violation of the law where I was stationed. I think this is a splendid station for the steam-launch—all smooth water—and she could do the work of two boats. I believe that if boats were stationed in all the hauling places, it would be the best way to stop the bait trade. I do not believe it possible for one or two steamers to carry out the service, unless they are aided by boats or schooners.

There are a few places where schooners would be more suitable than boats; but in most of the hauling coves boats would be best. Unless there is a constable in charge of each boat's crew, it would be useless to have them placed in these places. Very few of last year's crews could be relied on; they sympathise with the bait-carriers, and you cannot depend on them to make a search. There were many violations of the bait law last year—too many loopholes—and the Customs' officers, in many cases, gave informal licenses, which enabled those people to smuggle herring into St. Pierre. I believe that, if proper measures are adopted, herring and caplin smuggling can be prevented.

If a magistrate were placed on board the steamer to try offenders immediately, it would be a good and proper way. We were obliged, last year, to go to Burin and Harbor Briton in order to try prisoners, which caused great delay. While we were absent on this duty, smugglers had every opportunity to evade the law.

Caplin, last year, were scarce in many of the principal hauling places where, formerly, they were abundant. Bait is scarcer on the shore from Grand Beach to Burin than it was when I was stationed there four years ago. If great care is not taken to prevent the destruction of this bait, in two or three years there will be none there. When free licenses were to be had to carry bait to St. Pierre, many schooner loads were thrown overboard. I believe the French cannot procure a proper supply of bait when prevented from getting it in Fortune and Placentia Bays. Last winter they took four cargoes of salt bulk-herring out of Bay-de-Nord and used it for bait. They gave bonds to the Custom House officer to export this herring to Canada or the United States for food purposes only; but, some way or another, they landed them into St. Pierre for bait. To prevent a repetition of this, they should be compelled to rip and barrel the herring. If granted to Americans, the licenses should stipulate and limit the quantity each vessel is allowed for a baiting; otherwise they will evade the law, and sell their herring in St. Pierre. There was an abundance of squid in St. Pierre last season; and it was reported that there were large quantities of squid in store for this Spring's baitings.

It is very hard to prevent the French from getting bait, as St. Pierre is one of the principal places around the coast for that purpose. Every year that I've been around the coast, there have always been an abundance of squid at St. Pierre.

[No. 30.]

Head-Constable O'Reilly, of St. John's, sworn and says :—

I was engaged in the Bait Protection Service in June and July, 1888, on board the *Lady Glover*, cruising from Lauries and Grand Beach, and occasionally to Laun. I was engaged during the caplin school. There was not much caplin smuggled from these places during my time there; a few trips from Grand Beach. We seized some craft. Six. I brought one to Grand Bank and five to Harbor Briton. All were convicted but one. It was a difficult service to carry out. If there were shore crews at all the hauling coves, it would make the matter much more simple. The French were crippled for want of bait. Their vessels were lying in the roads nearly all the caplin school, and the few who managed to smuggle bait got a very high price for it. I have not been engaged in that service since the first year. I think the law may be enforced with steamers and shore crews. I found the *Lady Glover* able to do her work pretty well. She was able to overtake all the craft we went after. There was very little traffic with St. Pierre at that time in goods, and I think not much smuggling. We were often near St. Pierre, and had an opportunity of knowing what was going and coming. I have had considerable experience, and I know St. Pierre, and I believe the French cannot carry on their fishery without the aid of Placentia and Fortune Bays for bait.

I have lived in St. George's Bay eight years. The herring, as a general rule, could not be had before the latter end of May or the first of June. Of course, an open season it may be a little earlier. The ice is not out of the Bay before the first or middle of May some years. I think that if the French had to depend upon St. George's Bay for their bait, they would lose more than a month's fishing. Caplin are very uncertain in St. George's Bay; some years very little come into the shore.

I think the bait traffic was the means, to some extent, of demoralizing the people. They neglected the codfishery, and in many instances got liquor and went on the spree, and, consequently, neglected their business.

[No. 31.]

Thomas Dunphy, of Placentia Sound, fisherman, sworn, and says :—

I have been living at St. Pierre the past fourteen years, and have now removed to Placentia. I fished three years in French bankers. In the year 1888 I was employed by a French agent to take charge of a seine, and proceed to Bay St. George to haul herring for his vessels, and for sale. I left St. Pierre, in a vessel, on the 14th of April. At that time there were no fresh herring coming in, but there had been a lot of bait brought there in the winter. My

employer had enough salt bait on hand to supply twenty-two vessels for their first baiting; between salt herring, squids, and all, he made up enough to send all his vessels out on their first trip. Most all the merchants had enough bait to supply their vessels for the first trip. The herring they had bought in the winter proved no good. They got no fish on it worth while; they came into us at Bay St. George, and threw the old bait overboard. The bait had been too long in the salt and was too hard, the fish would not eat it. After fifteen days in salt, bait will be getting hard and bad for use.

I arrived at St. George's Bay on the 24th of April. There were two French bankers there when we arrived. From the 1st of May until the 20th, they were coming; altogether about from 200 to 250 vessels took their bait there that spring. The herrings struck in on the 14th May; everywhere plentiful, until the 25th, when we left. Our employer telegraphed to come home, as plenty of herrings were selling in St. Pierre at two francs per barrel. When the herring first struck into St. George's Bay there were about ninety vessels waiting for bait. We got ten francs per barrel for the first herring, and from that price down to four francs. A great many of the French bankers had seines to haul herring for themselves; they could do nothing with them; they did not understand the business. They bought their herring from the people on shore. There were three schooners fitted out, as we were, to haul bait and sell to the bankers. These were all French. They would not sell bait for the price we were getting, and loaded up their schooners and came on to St. Pierre; when they got there they could not sell it. There were plenty of fresh herrings coming in. They were at St. Pierre before the 24th of May, and lying in the Roads. Most of the vessels that arrived at Bay St. George came in from the Banks, and had not called at St. Pierre. The water of Bay St. George is very shoal, and the inhabitants say if seines are used they will destroy the fishery. Some years ago they tried seines, and were obliged to give them up. The French captains told me that the Bay St. George herring were too fat to make good bait. They salt the herring lightly, and the fat runs out and turns them red, thereby spoiling them for bait. I do not believe that the fishery will last three years if the French are allowed to go there for bait; the water being so shoal, and so many boats rowing about, and the noise of the dories, that the herring are disturbed from spawning. They only strike in to spawn and immediately move off again. They strike in from the 10th to the 25th of May, and remain about fifteen days. If the French destroy the Bay St. George herring-fishery, it will ruin the people living there. The inhabitants make about fifty barrels per man in the winter, and fill them with herring in the spring. I am not able to say how many were caught in St. George's Bay during the season. The inhabitants rely chiefly on these herrings for their living. When there were about forty vessels in Bay St. George that spring, the Commander of the French man-of-war called all the masters of these French vessels on board; he asked them if cod-traps were any hurt to the herring fishery, and they told him "yes." The English man-of-war was there at the same time, and the traps

were taken up. These traps belonged to the inhabitants. The lobster-pots were not allowed to go in the water until after the vessels were supplied with bait. They allowed the inhabitants to set nets for herring, provided they would sell the herring for bait; but they would not allow any to be salted and barreled. Many of the bankers were not provided with means to take bait, and could not procure it unless they permitted the inhabitants to catch it for them. The Frenchmen began stealing and cutting up the nets at night; and the French Commander made a rule that every man should be on board his vessel at eight o'clock p.m., and should not leave until he fired a gun at four o'clock in the morning. I believe the Bay St. George people did not do badly that spring. The French did a lot of injury on shore; broke up some herring barrels and, among other things, tore down the frame of a house. The French had been put to a great deal of inconvenience, in being obliged to go there—loss of time, and getting bad bait—and were in ill-humor and insulting to the inhabitants on that shore.

I left Bay St. George on the 25th May and arrived at St. Pierre on the 29th, and fitted out to take caplin. We had six of a crew; they were all French except myself. When I arrived at St. Pierre there was plenty of bait arriving there every day. I believe the most of it came from Fortune Bay. On the day I arrived, fresh herrings were selling at eight francs per barrel. All the fresh bait from Newfoundland was bought. The small fishermen around the Island of St. Pierre suffered a good deal from want of bait. They were poor, and not able to pay the high price for it. We started for caplin on the 5th June, around the shore of Miquelon and Langley, and were looking for them all the time until 15th July, and only caught fifteen lhds. during that time.

There were ninety French vessels about Miquelon waiting for bait, and only five succeeded in getting bait for the banks. After lying up till 15th July, without any bait, they were obliged to go on the banks and jig squid. Three or four vessels of the house that employed me got caplin on the northeast coast of the island; the rest had to go to the banks without any bait, and trust to getting squids there. Three parts of the French fleet lost one trip on caplin; they were laid up for a month to six weeks, and some vessels lost more time than that. After waiting in St. Pierre, they went to the Gulf at Ferolle and got no bait there, and were obliged to go on the banks without it.

There was some caplin smuggled into St. Pierre. Except the five vessels which I have mentioned that baited at Miquelon, all the caplin they got was smuggled. This smuggled caplin was only a mere trifle to what they required. Caplin sold that summer for no less than forty francs per lhd. That price will show you how scarce it was. I don't think it is possible for the French to carry on their fishery without getting bait from that part of Newfoundland where the Bait Act is in force.

When the squid school began, about 25th July, I was engaged at it; and there were plenty of squids for the whole season. While squids remain as plentiful as they have been the past few years, the French can get on without the aid of

Newfoundland. There has been no waste of herring for the past two years. In the Fall of 1888 the French salted up a large quantity of squid; they also purchased a quantity of salted and frozen herrings from Fortune and Placentia Bays, and with these they baited for their first trip. They succeeded very poorly with this baiting on their first trip. The herring that is salted up is no good. Sometimes herrings (frozen) turned out well; other times, the frost came out of them, and they were spoiled. The French considered salted squid better bait in the Spring for bankers, but not for the Grand Bank. I left St. Pierre last Spring, and don't know how the French got on last summer for bait. I know that a good deal of caplin was smuggled from Cape St. Mary's to St. Pierre. I know there was 30 francs, and more, a hoghead paid for it. There was no guard there to prevent smuggling, except that the steamer came along a couple of times during the caplin school.

I am certain that if the Bait Act were carried out, it would kill the French fishery. They have no means of supplying themselves with bait at all times unless they can get it from the Newfoundland shore.

The best way to carry out the Bait Act is by having boats' crews at the different hauling places, and a steamer to look after them.

[No. 32.]

George Hiscock, master mariner, sworn, and says:—

I was engaged in the Bait Protection Service in the year 1889, as master of the S. S. *Fiona*. I began the service on 10th or 11th March, and ended it in October. I had Commander Robinson on board, in charge of the expedition, and we cruised in Fortune, Placentia, Connaigre and Hermitage Bays, and as far west as Burgeo. We were all the time cruising, except when we were in harbor for coals or delayed by gales of wind. The weather, three parts of the time, was very foggy. I don't think it possible for a steamer at sea, during this foggy weather, to prevent bait smuggling. We overhauled a great number of craft during the season. We seized, I think, fourteen craft. There were many having small quantities of bait on board which we did not seize. It would require a number of schooners moored at the different hauling places to prevent the smuggling of herring effectually; and also that the caplin fishery can be protected by stationing boats' crews at the different hauling coves. These coves are limited in number, but they do not extend over as great an area of coast as the hauling places for herring. I think a schooner stationed at Lamlane would be better than a crew. Without the aid of schooners, I think the service could be effectually carried out with five steamers, of about fifty tons each, staunch and fast, to be kept cruising in the heads of the bays. We prevented the taking of herring by a great number of persons; but, no doubt, many escaped us during foggy weather. There was no guard stationed on

shore at Cape St. Mary's. We visited Cape St. Mary's a great many times. I heard there was caplin smuggled from there to St. Pierre; but I believe the quantity was not as large as reported. To stop it completely would require a boat in every cove there. The people with small craft, I believe, suffered in Fortune Bay through the enforcement of this Act. All the craft we seized, with the exception of two or three, were unfit to go to the bank fishery. The granting of licenses to the Americans made the carrying out of this law more difficult. The *Fiona* proved to be a staunch, fast and efficient boat. We saw no vessels that we could not overtake; we overhauled every vessel we wanted to. Of our Newfoundland vessels, I believe there are none that could escape from us. There are some fast American schooners, with a strong leading wind, that might be able to get away from us. The consumption of coal is small on board the *Fiona*, and you can get no more economical vessel of her size to run. I think she is well suited for this service.

I think the caplin protection can be effectually carried out; but I do not believe that anything we can do will prevent the French from getting squids. When squids are on the coast, they are to be had almost everywhere. We saw boats jiggling them nine miles off the coast. I think the expenditure for protecting the squid is a waste of money.

The Protection Service should begin about the first of April and end at the close of the caplin season. To be effectual, this law should be carried out to the letter. Boats should be confiscated as well as the men imprisoned.

In my view, the law was not equally administered. Some poor men were imprisoned. One man, named Cluett, who had a large quantity of herring on board his vessel, appealed to the Supreme Court. Nothing after that was done in his case. This created a bad feeling amongst the people—the poorer man being obliged to serve out his imprisonment.

[No. 33.]

George Hiscock, master mariner, sworn, and says:—

I have been in command of the S.S. *Fiona* this present season. I had on board Mr. McGrath as Commissioner, and Mr. Hippisley as Magistrate, for carrying out the bait protection. I began the service on the 9th of April, and ended the service on August 2nd. We had a large number of shore crews. We had a dory and two men stationed at Pushthrough. We had a boat, two men and a constable at Raymond's Point. We had a schooner on Connaigre Bay, with a constable and crew on board. We had a boat, two men and a constable at Miller's Passage; at St. John's Bay, two men and a constable; English Harbour, boat, constable and two men; Saint Jacques, boat, constable and two men; Corbin, a boat, constable and two men; one at Pool's Cove; Bay-de-Nord, a boat, constable and two men; Bay d'East, a boat, constable and two

men; Doctor's Harbour, a boat, constable and two men; Rencontre, a boat, constable and four men. There was a schooner ranging from Rencontre to Long Harbor Point, and up towards the bottom of the Bay. A boat, constable and two men at Bay L'Argent. We had one boat at Grand Beach, on the north side of Fortune Bay, with a constable and two men in charge of her. At the Beach we had a boat, constable and two men, and a boat at Danzig, with a constable and two men. We stationed a boat, constable and two men at Louries. These boats were stationed at all the principal hauling places. We visited these boats at the stations, in the steamer, from time to time. Besides visiting these different stations, we cruised the mouth of Fortune Bay. The steamer, the first part of the season, was kept constantly going; there was very little stop night or day going somewhere. We boarded a number of American vessels going in the Bay, and put an officer on board. We only boarded one American that I can remember, coming out, after she had got her bait. We boarded some Newfoundland bankers coming out of the Bay, but not all. The principal craft we boarded were the small craft, supposed to be going fishing on the near banks. We seized a number of these small craft. We seized one American schooner with bait on board about six miles from Danzig Point, and two and a half miles from Fortune Head. She had on board about one hundred and forty barrels over and above her baiting. We took her to Harbor L'Argent. The master was tried before the Magistrate, Mr. Hippisley. We did not board any American or Canadian schooners coming out of the Bay after that. It was constantly reported that they were selling herring at St. Pierre. We did not hear so much about our own bankers until since we have been off that service. I have heard since that large quantities of herring were carried to St. Pierre. After two years' experience of this service, I do not think it possible to prevent the French from getting bait. The shore crews proved a failure; the bait went to St. Pierre, and they made no captures.

I cannot suggest any other arrangement that would be an improvement on the plan already adopted, and I do not believe it is possible to prevent the French from getting bait.

At the beginning of caplin school Mr. McGrath went on board of the *Heracles* and Sub-Inspector Sullivan came on board the *Fiona*, and we cruised in Placentia and St. Mary's Bays. I believe we made too captures during that time. They had caplin on board. This was at Burin. They were imprisoned. It was reported that caplin were very plentiful at Miquelon and St. Pierre, this summer. About the 1st July we left Sub-Inspector Sullivan at Burin, and I proceeded to St. John's and took Messrs. Bond and Emerson on board; went to the northern part of the Island, and thence to Cape Breton; on our return, we took Mr. McGrath on board at St. Lawrence, and resumed the Protective Service. The caplin fishery was all over then. We overhauled very few vessels at that time; what bait was going were squid, and very few of them. We went west as far as Channel, and came east as far as Bay Bulls. We gave up the service about the 2nd August, and I do not believe that any special benefit

arose from our last cruise. We then proceeded on circuit with the Judges, and after that was over I came on the Bait Enquiry.

The *Niona* has done a great deal of work this year, and I still look on her as a staunch and good boat—as good as the day we got her. She made good speed sometimes; eleven knots under steam.

In my opinion, no matter what person is put in charge of the Protective Service he cannot do the duty satisfactory, nor prevent the French from getting bait. The service has been an enormous expense to the Colony, and I cannot see what good it has done.

[No. 4.]

**Thomas O'Reilly, Esq., of Placentia, Stipendiary Magistrate,
sworn, and says:—**

I have been living at Placentia all my life. I have had considerable knowledge of the bait trade with the French. Before Bait Acts were passed a large number were engaged in that trade. In my opinion, taking one year with another, it was not a lucrative trade for them. The markets were uncertain, and prices very often low. I do not think that the people have suffered any loss by the enforcement of the Bait Act. I think a very small quantity of herring was carried from Placentia to St. Pierre, the first year; during the caplin school quite a quantity was taken off Cape Shore to Branch. There were a number of French vessels about the coast, seeking caplin, and two were captured. I have no knowledge of any squid having been taken. I understood, and believe, that the French were embarrassed for want of bait that season.

The second year, very few herrings were taken; but a large quantity of caplin were said to have been taken from Placentia, by western schooners, and brought to St. Pierre. I did not hear of any French vessels having come on the coast the second year.

I have heard of no herring having been carried to St. Pierre this present season, from this Bay; but I heard of some caplin having been carried there in lesser quantities than in past years.

I know that the enforcement of the Bait Act has embarrassed local outfitting in St. Pierre; and I think that the natural result has been a reduced fishery for the French.

The French have been supplied with bait, this present season, from France; partly from squid taken last autumn and preserved; partly from herring, smuggled from Fortune Bay, and bait taken from St. George's Bay and Magdalen Islands; and they were, to some degree, during the early part of the season, supplied with periwinkles, caught on the Banks. These periwinkles are only

found on limited areas on gravelly bottom. I do not know of any Newfoundland bankers having procured any quantity of fish caught on periwinkles.

In former years there was a great waste of bait (herring); not so much of caplin. Since the Bait Act has been enforced, there has been very little waste, and I think its operation has proved beneficial in conserving the bait.

The first two years of the Bait Act there was a regular market for bait, to American, Canadian and Newfoundland bankers, at about one dollar per barrel for herring, and two to four dollars per dory-load, for caplin; this, in my opinion, has been much more remunerative to our people than the unrestricted trade with the French was. The demand was less and the price lower, this season, than for the past two years. There were fewer American and Canadian vessels in for bait, and this fact is generally attributed to the charge for license, each trip. Newfoundland bankers went to Fortune Bay for herring, as they were much cheaper than in Placentia Bay. The license system of the present year has been a failure.

I believe that the Bait Act was a step in the right direction; but I do not consider its operation successful in the object intended. The feeling of the people here is in oppositon to the Bait Act. In the opinion of the fishermen, the Bait Act has not been successfully operated. Whilst the temper of the people residing in these Western Bays remain as it is, the means of this Colony is not sufficient to carry out the Bait Act effectively; though, in my opinion, it would be very desirable, if it were possible, to carry it out—as I regard a Bait Act as necessary to protect the Colony from the encroachments and unfair competition of the French, and also as a set-off to the hostile tariff of the States.

Previous to the year 1883, many of the people of Placentia were engaged in the French bait trade; the owners of boats managed to make a living out of it; but the sharemen, in too many cases, were left destitute, and did not make a living out of it. Since 1883, the Bank fishery has been revived, and the condition of all classes of the people has been improved; as it increased, the trade with St. Pierre fell off, so that at the time of passing the Bait Act very few were engaged in it.

For the last two years the Bank fishery has proved unremunerative; if it were otherwise and the promise of our first years realized, there would be no herring to spare in Placentia Bay, for either the Americans or French.

[No. 35.]

Charles S. Fowler, Esq., of Placentia, sworn, and says:—

I have been living at Placentia for the past sixteen years. Very few of the people have been engaged in the bait trade in this locality. I only remember one prosperous season. I consider that the trade was beneficial to only a few.

The people generally, I consider, have not been injured by the operation of the Bait Act. I am not in a position to say whether the Bait Act has been efficiently carried out the past three years. Considering the falling off of the Bank fishery generally, I think it doubtful whether the Bait Act has had any material influence on the French fishery, and I think it very difficult to shew that the French have suffered.

If there was a prospect of carrying out the Bait Act effectually I would decidedly approve of it while matters stand between ourselves and the French as they do at present. I do not believe that the Bait Act could be carried out effectively without the aid of the British fleet, that is, two or three men-of-war.

I approve of prohibiting the French from getting bait altogether. I would permit Americans to get bait by paying a reasonable license fee. I think a reasonable license fee would be one dollar and a-half for the season. I think that all Dominion and British vessels should have a free license, for I think, as British subjects, that they are entitled to the same privileges as ourselves.

If the French arrange an amicable settlement of their claims on the Newfoundland shore, I think that we then ought to permit them to get bait. I think from the information I have that the majority of the people are adverse to the Bait Act and would like to see it swept away. I think that the periwinkle on the Banks is an auxiliary to the fishery. I only know of one or two instances of our people using periwinkle bait to a limited extent; they speak highly of them as bait.

[No. 36.]

Michael J. Collins, of Placentia, planter, sworn, and says :—

I have been living here all my lifetime and am acquainted with the fisheries. I was a long time engaged in the bait trade before the Bait Act was passed. I believe it was not a profitable trade to those engaged in it, and more poverty existed then than now. There were too many people engaged and too many herrings to make it a paying business. Since the Bank fishery started and the Americans and Canadians come in for bait, our people made a better business by supplying them than selling to the French. I think that in this vicinity there has not been sufficient herring bait hauled to supply our local wants. The large number of foreign vessels that come in I think is a great benefit to the people; they put money in circulation, bringing bait and ice and supplies.

I approve of the Bait Act, if it could be carried out, but it never can be a success, under existing circumstances, while there are two parties, the one climbing into power by promising to repeal the Act, and the other losing by reason of supporting the Act. I think here the majority of the people are opposed to the Bait Act. It would be impossible to carry out the Act with the majority of

the people opposed to it, unless with a very great force. The first year great efforts were made to carry it out; they did not succeed, but they crippled the French somewhat.

I believe that the second year the Government did not carry out the Act as they did the first year; men were let out of prison shortly after they were put in, I believe, for political reasons, for they knew the tide of public opinion was flowing against them; and the operations of the Bait Act were not so successful as the first year.

There has been no success in carrying out the Act this year. I think there was no bait worth speaking about carried from Placentia Bay for the last three years. I believe that the Bait Act has not been honestly enforced this year.

I approve of Americans and Canadians coming in and obtaining bait, but I can't suggest any means of preventing them from smuggling it to St. Pierre.

I can make no suggestion for improving the carrying out of this Bait Act.

I do not approve of the French being supplied with bait by us, either by license or otherwise. I believe it would be aiding them to our own disadvantage.

I think it would be better to abolish the Bait Act than to carry it out as it has been for the past three years.

[No. 37.]

Albert Bradshaw, Esq., of Placentia, merchant, sworn, and says:—

I have been living at Placentia all my life, and carrying on the Bank fishery since 1876. I have some knowledge of the bait trade carried on at St. Pierre. It was not a paying trade, and when the people gave it up they were in an impoverished condition. The place has been built up since the Bank fishery began, until the last two seasons, which have proved very unfavorable. I have had an opportunity of observing the operation of the Bait Act since it was passed, three years ago. I think the Bait Act was more successful the first year than it has been the past two. There has not been much bait carried out of this Bay, but a considerable quantity of caplin was carried from Branch last year. The fall before last, the French laid in a large quantity of herrings; and last fall, a large quantity of squid. The French fishery has been reduced the last two years, from some cause. I think the scarcity of bait has had some effect.

The license system of this year has worked badly. The license tax imposed has been almost prohibitory on Americans and Canadians. Very few of them have visited Placentia Bay this season, and the people have been deprived of the sale of ice and bait.

I think the Bait Act would be a great thing for the country if it could be effectively carried out; but the fishermen, generally, are opposed to it, and in favor of giving bait to the French. If the Americans and Canadians were allowed to take it, they would sell it at St. Pierre. I fear that we have not the means to thoroughly enforce the Bait Act.

I cannot suggest a more improved method for carrying out the Act than has been tried during the past three years.

I do not believe the French can get any quantity of periwinkles on the Banks; they are not to be found at all places—only in certain localities. I think the periwinkle may help the larger vessels.

[No. 38.]

Michael Handarick, of Placentia, sworn, and says:—

I have been living all my life at Placentia and am well acquainted with the fisheries. I was years engaged in carrying bait to the French before the Bait Act was passed. From my experience it was a paying trade for the people and many men benefitted by it. I think that there is an abundance of bait to be had for our own people, and plenty to spare for French and Americans. I don't think that the bait trade was injurious to Newfoundland. It was no benefit to the fishermen to have it stopped. I disapprove of the Bait Act. It prevented our own people from carrying bait to the French and gave room to Americans and Nova Scotians to carry bait. They carried last summer what they wanted of it. I think that the money they made would have gone into Newfoundlanders' pockets. The Bait Act has not been successfully carried out the past three years; we have not prevented the French from getting what bait they wanted. I think that it has been a heavy expense to the Colony, and, in my opinion, the money has been thrown away. I can't suggest any means by which it can be successfully operated; you would want to surround the Island of St. Pierre with ships, and the way the Island is situated it could not possibly be done. It cannot be done unless the people of Newfoundland were joined together unanimously and determined to put a stop to the trade, which I think is most improbable. I disapprove of the heavy license of this present season. I think that moderate license would be proper for the Americans and French, but I doubt if the French would pay licenses, because they would have bait brought to them at St. Pierre.

I know by experience that the trade with French people has been very profitable to many people apart from the bait traffic; when our Newfoundland merchants would issue no winter supplies, many of our people would get their winter's diet by cutting birch. I, myself, on more than one occasion, have made more than seventy or eighty pounds in the fall of the year by carrying wood to St. Pierre.

In my opinion the operation of the Bait Act did not reduce the French fishery. The falling off of the French fishery is to be attributed to the scarcity of fish on the Banks. As far as I can learn, the French have made no worse voyages than our own people during the past two years. My own and the general opinion is that we have not received ten cents a quintal more for fish on account of the Bait Act.

I am of opinion, from the cost in carrying out the Act, the imperfect way in which it can be executed, and its failure in beneficial results to the country, that it ought to be abolished forthwith.

[No. 39.]

Patrick O'Rielly, of Placentia, planter, sworn and says:—

I have been living at Placentia all my life-time. I was familiar with the bait-carrying to St. Pierre. The bait trade was not carried on largely in Placentia. Sometimes a very fair spring's work was done. The times were bad before the Bank fishery was established.

I do not approve of the Bait Act and the total prohibition of bait to the French, Americans and Canadians; but I think it would be a great advantage to the people, if the Americans, Canadians and French were allowed in on the coast to buy bait. It would prevent carrying bait to St. Pierre, and compel the French, if they wanted it, to come in on the coast to buy it. My opinion is, the tax that was levied was too heavy. There were a good many Americans here last year. A great many came this year, but did not take bait on account of the high license. I think that \$1.50 per ton, on American and French, for the season, would be a reasonable tax.

I do not think it possible for the country to put on a force sufficient to prevent the smuggling of bait to St. Pierre. There was not much bait smuggled from Placentia to St. Pierre the past three years. I did not hear of any French vessels being in here looking for bait this season.

All the change that I would recommend in carrying out the Bait Act would be to reduce the license fee to \$1.50 per ton, for the season. The carrying of bait to St. Pierre oftentimes led to a great deal of waste and destruction. I think that it is to the interest of the country not to allow the exportation of bait to St. Pierre.

I have been engaged in the Bank fishery to some extent. Last year was a short fishery, and I have given it up this year. All over the country the Bank fishery was short last year. I do not think the French did any better than our people.

[No. 40.]

Philip Green, of Placentia, planter, sworn, and says:—

I have been living here seventeen or eighteen years. I am well acquainted with the fisheries. I was engaged in carrying bait to the French before the Bait Act was passed. I did well by carrying bait. Some of the people, I think, have suffered by not being allowed to carry bait to the French. I do not approve of the Bait Act; I would have it done away with. The tax that has been charged on Americans and Canadians has been too heavy, and prevented them from coming in. In my opinion, there is a sufficiency of bait to permit our selling it on the coast of the Island. The French have many ways of getting bait, and I do not think the Bait Act has been a trouble and annoyance to them. We have had to send from here to St. Pierre to get baskets to catch conks, and it appears as if we were depending on them for the means of getting bait. I think if we spent the whole revenue, and put a close guard around St. Pierre, we might prevent them from getting bait from Placentia and Fortune Bays; but there are other places to get bait from—St. George's Bay, Magdalen Islands, and Cape Breton—where we can't interfere with them; they can jig any quantity of squids about St. Pierre, and they got any quantity of caplin there this year. With these means of getting bait, it is folly for us to waste money over it.

I have had good experience of this coast for thirty or forty years, and bad enough it would be for many of the people, if the merchants would close down on them and give them no supplies. I believe it would be starvation with many of them if it were not for the employment given by the French. There would be a market in St. Pierre for almost everything a fisherman could produce and carry there.

[No. 41.]

Nicholas Cosgrove, of Placentia, planter, sworn, and says:—

I have been living for a number of years here, and am well acquainted with the fisheries. I have never been engaged in the bait trade. I think the bait trade with St. Pierre was a great benefit to the people. I think the Bait Act has been very injurious; it has not been carried out successfully, and I think the Colony is not able to afford to carry it out. I believe they have done it to the best of their ability for the last three years, and it has proved a failure. If it cannot be carried out any better, it ought to be abolished altogether.

In my opinion, it has not interfered with the French in getting bait; as a matter of fact, the Island of St. Pierre has been over-stocked with bait, from first to last, notwithstanding all the protection we have had.

I attribute the falling off of the French fishery to the same cause as has produced a short catch for ourselves, and that is, scarcity of fish on the Banks. The voyages, to my knowledge, have not been less than ours.

There has been a considerable quantity of caplin carried to St. Pierre, notwithstanding all that was done to prevent it.

Americans and Canadians ought not to be allowed to come on our shores without paying some license fee. The fee this present season has been too heavy. I think the fee of \$1.50 for the season, as paid by them before, is quite enough. We have plenty of bait to spare them, and the trade in bait, ice and supplies is beneficial to our people.

After three years' experience, which has ended in failure, I cannot suggest any better mode of enforcing the Act, and I think it would be no service to spend any more money on it.

[No. 42.]

William Rielly, of Placentia, planter, sworn, and says :—

I have been living here all my life-time. I am acquainted with this French bait trade. It was not profitable to the people; it was ruinous. There was such an abundance of bait carried to St. Pierre that the prices did not pay. I do not approve of the Bait Act. There are fifty people here against it, to the one in favor of it. I think there is sufficient bait on the shore to supply everyone, foreigners as well as ourselves. The carrying out of the Bait Act has been no public benefit; it has cost a great deal of money for nothing. The French have had an abundance of bait, and I think their fishery has not been materially injured by the Bait Act. They may, occasionally, be delayed a little; but they have proved that salted squids are good bait, and whatever short catch of fish they have had is to be put down to the same cause as our own short catch, and that is scarcity of fish on the Banks. I think it is an impossibility for the Government to prevent bait from being smuggled to St. Pierre. The expense would be too great, as a large number of vessels would be required.

The Bait Act has been no benefit to us; it has caused great ill-feeling on the part of the French, and provoked them to retaliate on us, and to injure our people on the French Shore, preventing many of them from living quietly and earning a living, as they did before; and I think the best thing for us is to get back to where we were before the Act was passed.

[No. 43.]

Edward Sinnott, of Placentia, merchant, sworn, and says :—

I have been doing business in Placentia for some years. I have carried on the Bank fishery for the past five or six years, to a considerable extent. I have not found the fish on the Banks, during the past two or three years, as plentiful

as in previous years. There has been a considerable falling off. I generally find bait sufficiently plentiful for all my purposes. This year I secured baskets for taking periwinkles, and supplied my vessels with them. The masters of my vessels got a large quantity of periwinkles—from fifteen to twenty gallons for one hundred baskets. They don't care very much about them, and believe them no better than our own bait, *i.e.*, fresh herring or caplin. Periwinkles would, probably, be better bait than salt squid. I don't know if the French fishery has fallen off to a greater percentage than our own. I believe it has not fallen off as much as ours. The French vessels continually stay on the Banks, whilst ours lose time coming in around shore seeking bait.

I have had an opportunity of observing the operation of the Bait Act since it became law, and believe it has been effectively enforced. I believe the colony has not the means of effectively enforcing it without an enormous expenditure of money. I don't believe it is to the interest of the colony to carry it out when we consider the enormous sum required. The French have great bait resources outside of Placentia and Fortune Bays, and over which we have no control. They got full supplies of squid and caplin on their own ground, St. Pierre and Miquelon, for the past two years.

Unless the people are unanimous in carrying it out, there is no possible way of doing it effectively. The people at present are opposed to it.

I think there is an abundance of bait on our coast; that we are perfectly safe in selling it to foreigners; the license fee this year was too high. I would say \$1.50 or \$2.00 per ton, is sufficient for the season.

The traffic for bait, ice and supplies, to Americans and Nova Scotians, is beneficial to our people; if they would combine and refuse to carry bait to St. Pierre, and thereby compel the French to come in on our shore, it would be far more profitable than carrying bait to St. Pierre; besides, it would avoid the destruction of large quantities of bait which took place before the Bait Act was passed. A further good effect—to compel the French to come in—would be the employment which it would give to men who have only skiffs and nets, and who cannot carry bait to St. Pierre.

When the Bait Act was first passed I was favorable to it, and hoped that it would confer a great benefit on the country; but experience of the past three years has shown me that our people have been deprived of a means of living; that foreigners have gone into the trade and made money out of it, in violation of our laws, and free from punishment; whilst, in many instances, our own people have been punished, and that the French have obtained all the bait they wanted, in spite of all we could do to prevent them.

The object of the Act was an excellent one, but experience has proved that the carrying it out is impracticable. After three years' experience, I think it would be unwise to spend any more of the Colonial revenue to attempt to enforce it. The persons employed, with the means at their disposal, have done their best to execute the Act; and I think their best has ended in failure.

[No. 44.]

Pierce Fitzpatrick, planter, sworn, and says :—

The French bait trade was profitable before the passing of the Bait Act; numbers of the people benefitted by it. I do not approve of the Bait Act; I do not think that it can be effectively carried out, and it ought to be abolished. It has not been successfully carried out the past three years; our own men are imprisoned and foreigners making half fortunes. I do approve of the Americans and Canadians coming in for bait; but not the French. The great majority of the people are opposed to the Bait Act; and it is not within the power of the Government to carry it out, or within their means.

[No. 45.]

Patrick Murphy, of Little Placentia, planter and trader, sworn, and says :—

I am engaged in the Bank and Cape St. Mary's fishery. I was some time engaged in the bait trade with the French myself. It was a beneficial trade to the people. I think that many people suffered serious loss by the passing of the Bait Act.

I do not think the Bait Act has been effectively enforced the past three years, and I do not think it can be. The great body of the people are opposed to the Act. I think it very difficult, if not impossible, for the Government to carry out any Act when the whole people are opposed to it. I think it would take half the revenue of the Colony to keep the bait from the French; and I do not think they could do it then. The French have other sources of bait-supply outside the southern coast of Newfoundland. Besides the smuggled bait from Fortune Bay, they can get it from St. George's Bay, the French Shore, Cape Breton and Magdalen Islands. They can get an abundance of squid at Cape Breton and St. Pierre, and this year they got an abundance of caplin at St. Pierre and Miquelon. They get some periwinkles on the Banks.

I believe there is no way of carrying out the Bait Act thoroughly, unless the French will allow a British man-of-war to lay in St. Pierre roads to prevent our people going there. I think the expenditure of money for the past three years to carry it out was a waste.

Our Bank fishery has been failing to an enormous extent during the past three years, and I believe that the French have not found it as bad as ourselves.

I think there is an abundance of bait on this Southwest coast of Newfoundland to supply all our local wants, and to enable us to sell to foreigners. We have never felt the want of bait; always had an abundance. Bait, herring and squid, have been scarcer this year than ever.

[No. 46.]

William Power, of the Northeast Arm of Placentia, sworn, and says :—

I have been engaged in the fisheries for the past 28 years. Before the Bait Act was passed I was fourteen years engaged in the bait trade. I think the trade benefitted the people on the coast; there is sufficient bait to supply our own people and foreigners.

I disapprove of the Bait Act. Its enforcement during the past three years did not amount to much; it was only a waste of money, and did not prevent the French from getting bait.

I do not think it possible, with the revenue of our Colony, to enforce the Act effectively. The French are working against us, also the Nova Scotians, Americans and three-parts of our own people. The French have great means of getting bait outside of us altogether: at Miquelon, in St. Pierre, St. George's Bay, the French Shore, Magdalen Islands and Cape Breton; besides the periwinkles which they can obtain on the Banks. We have tried our best the past three years, and it has proved a failure; I think it would be useless to spend any more money on it.

[No. 47.]

Patrick Power, senior, of Placentia, sworn, and says :—

I have been engaged in the fishery for many years, and have been carrying bait to the French for twenty-five years. I found it a most beneficial trade, and believe it was such to the people generally. The people have suffered by the Bait Act; the Government is paying a large amount of money to idle people to carry it out; our fishermen are deprived of their means of living, and the French have had their bait in spite of us. I do not approve of the Bait Act; I think it ought to be repealed, and I believe it has not been a success this present season. I think that the license fee charged to Americans and Canadians has been too high, and has kept their trade away from us.

[No. 48.]

Alphonsus Keats, of Little Placentia, trader, sworn, and says :

I have had many years' experience in the fisheries. The French bait trade, to a certain portion of the people, was beneficial; they have suffered by the enforcement of the Bait Act. The general feeling of the people is unfavorable to the Act. It has not been successfully enforced the past three years, and I

think, with the means at the disposal of the Government, it is not possible to enforce it successfully. I think it would be unwise to carry it out any longer. The difficulties in the way are: the French can get bait from other sources; the Americans and Canadians have carried large quantities of bait to St. Pierre; our own people have been deprived of the benefit of taking it there, and have been imprisoned for the same act, thereby causing them great hardship. We have always had sufficient bait in the past to supply our own wants, and plenty to waste and sell to foreigners.

I believe the money expended on our Bait Protection Service could be spent in many other ways of greater advantage to the Colony.

I think that the French have had a plentiful supply of bait; that the Bait Act has not had any material influence on the quantity of fish caught by them, and that if they have had short voyages of fish during the past three years, we have had the same—caused by a dispensation of Providence, in a scarcity of fish—and not from any want of bait to catch it.

In my opinion, the price of fish has not been improved by the operation of the Bait Act. To me, personally, it is a matter of no interest whether the Bait Act is carried out or not; but I was a close observer of its operation during the past three years, and to the present time it has not proved beneficial to the country. I think all that possibly could be done, within our means, has been done this present season; and that it has proved ineffectual.

[No. 49.]

Thomas Dunphy, of Placentia, sworn and says:—

I am engaged, and has been, for a number of years, in carrying on the Bank fishery; during the past three the fishery has been failing. I think the general voyage last year was one-third short of an average voyage. I attribute this to a scarcity of fish on the Banks. They did not get their usual supply of bait. The bait trade with the French, previous to the passing of the Bait Act, was a beneficial trade to the people, and I think they suffered some loss for the want of it. I think the Bait Act ought to be abolished; it has been, during its operation, an injury to the people; deprived them of the means of earning money; a heavy cost on the Colony; increasing taxes upon those who have to pay them, and I see no benefit that it is doing the Newfoundland fishery. I know the mass of the people are opposed to the Act, and that makes it all the more difficult to carry it out. I am certain that it has not been effectively carried out, and I do not think the Colony has the means to effectively carry it out. It has worked great hardship on our people, who have been sent to prison for its violation; whilst the Americans and Canadians have violated the law with impunity.

I believe we have an abundance of bait on our Southwest coast for our own use, and enough to justify us to sell to foreigners. I believe that a free traffic in bait, ice, and supplies is beneficial to our people.

I saw fish higher in Newfoundland before the Bait Act was in force than it has been since, and have no reason to believe that the price of fish has been increased by the Bait Act.

The intentions of the Bait Act may have been very good, but its operation has failed to do us any good; and the sooner it is abolished the better for the country.

[No. 50.]

Richard McGrath, of Oderin, J. P., sworn, and says:—

I was appointed Stipendiary Magistrate on board the *Hercules*, on 12th of April last, with instructions from the Government to assist Sub-Inspector Sullivan to enforce the provisions of the Bait Act of 1889. We principally cruised in Placentia Bay, visiting the several harbors, from Black River to St. Lawrence, and cruising day and night. During that time I never, to the best of my knowledge, knew of any attempt of Placentia Bay fishermen to run bait to St. Pierre. Many of the people demurred and seemed displeased that they should be prohibited from supplying the French, as they were allowed previous to the Act coming into operation. During the time I was on board the *Hercules* we took no boat taking bait or breaking the law during the time we were in Placentia Bay. The first craft we boarded belonged to Flat Islands; it was on her return from St. Pierre, where, as they represented, they sold a few cords of wood, which, I believe was the truth; she was a small boat of about twenty quintals. Almost every day while cruising in Placentia Bay we boarded small schooners or boats, and found that they were all connected with the cod-fishery. From my experience in the Bay, and knowing the people, generally, I could pretty well tell the parties who were in the act of smuggling or who did smuggle. To the best of my knowledge, they were inclined to take bait to St. Pierre, only for the protection of the steamers; some of them, at least, were. I was always under the impression that to Placentia Bay fishermen, who made it a practice in former years of running bait to St. Pierre, by neglecting to prosecute the cod-fishery, it was more injurious than beneficial to them. There was not much bait smuggled from Burin, that I was aware of, only from report; but as far as I could learn, from St. Lawrence and Laun, they were running small lots in their small fishing boats when an opportunity would offer; I may say the same of Lamaline, at all times. From what I could learn from outsiders, they were running small lots of herring and caplin to St. Pierre. As a case in point: off Lamaline I boarded a boat owned by a man named Bonnell, on his way from St. Pierre;

the crew were brought on board the *Hercules* and examined on oath; the skipper of the boat refused to be sworn; one of the crew, on being examined, swore they had but two barrels-and-a-half as bait to prosecute the cod-fishery. The next of the crew examined, by the name of Bonnell, in giving his evidence on oath, swore they brought seventeen barrels to St. Pierre the day before, and landed them on board a French banker. I fined the captain \$200 or three months' imprisonment in Burin jail, and confiscated the little boat; the other I committed for trial on the charge of perjury. I had my doubts at the time as to this man, if he knew the nature of an oath, as in his evidence he acknowledged to me he did not, being apparently silly. I liberated this man in about a fortnight's time; and by my representation to the Government, at the request of Mr. Bonnell, his boat was given back, and the skipper of the boat liberated after two months. We went on then and took a cruise in Fortune Bay. We met and boarded two crafts off Grand Bank and Fortune, one owner, named Thornhill, represented to us that he had some thirty barrels of herring iced, and was on a voyage to the Banks; when his papers were examined they were irregular, and he had no license, so he said, required under the provisions of the Act. We took this craft in tow, by Inspector Sullivan's orders, into Harbor Breton. When I examined his papers I found he had the necessary license, which he was not aware of himself, and allowed him to go. These were all the crafts, while Sub-Inspector Sullivan was on the *Hercules*, that we examined, as they changed steamers a little afterwards, Commissioner McGrath going on board the *Hercules*, and Sub-Inspector Sullivan on board the *Fiona*. I remained on board the *Hercules* and Mr. Hippisley on the *Fiona*. I then cruised in Fortune Bay. Both steamers, during the season, were looking out for a man by the name of Thomas Reeves, from St. Lawrence; reports said he was running loads of herring and caplin up to the time, in June, that we captured him at Dantzic. The captain and crew of the boat were summoned on board of the *Hercules*, and when questioned upon the matter of bringing bait, he acknowledged and pleaded "guilty" to the charge; having a quantity of caplin on board at the time. The captain was fined \$200 or four months' imprisonment, crew, seven men, \$20 each, or one months' imprisonment. Thomas Reeves gave the money for the crew, \$140; we gave the boat to the crew, and the money to Thomas Reeves with us to Burin; he not having the money with him to the fine. The Rev. Mr. Hewitt, of Burin, being a friend of Mr. Reeves, I took his guarantee and allowed Mr. Reeves to go on his usual business; the fine was subsequently paid and remitted by me to the Government. The next craft was owned by Jonathan Bird; this schooner was previously captured by the *Fiona*; the captain, Jonathan Bird, was fined by Mr. Hippisley, I think, \$150 or two months' imprisonment in Burin jail; the craft and crew were allowed to go to the cod-fishery, with the exception of the skipper, Jonathan Bird. Shortly after, I had a telegram from a police officer, near Harbor Breton, that he captured this craft, loaded with caplin; she was commanded then by a man named Bullen. We proceeded to Harbor Breton; the man in charge,

Bullen, and all the crew pleaded "guilty," and acknowledged they were taking caplin to St. Pierre. The captain and crew were fined: for the men, \$20 each or one months' imprisonment; the captain, six months' imprisonment; the vessel, with all her outfit, was confiscated and subsequently sold for \$100. This was all the captures made during my time on board the *Hercules*. During my time in the *Hercules* we did not come up with any American or Canadian bankers. We boarded one American in St. Lawrence; the captain's name was Forbes. He applied to Mr. Vavassieur for a license; this was the time the Government sent a telegram to those granting licenses to give forty barrels, at \$1.00 per barrel license fee. This captain required sixty barrels; but the officer would not depart from his instructions; the vessel was 120 tons, and Commissioner McGrath told him he would give him a license for eighty barrels; which he did. The captain gave a cheque, on his owners in the United States, which cheque was subsequently collected by the Union Bank, in St. John's. There were several Americans in Burin for bait; but they all got their licenses from Mr. Winter. We did not look after them, as we did not look after vessels in places where officers were stationed. There were very few vessels in Placentia Bay for bait, except our own vessels.

We had one schooner employed in St. Mary's Bay, from the spring until the end of caplin, and there was an assistant schooner when caplin struck in, which took the place of the one at St. Mary's, and she was sent to Cape St. Mary's. We also placed a constable and two men at Branch, and a constable and two men at Laird's Cove; a constable and two assistants at Point Bren, on Cape Shore; a constable and two assistants at St. Bride's Cove; a constable and two assistants at Partridge Cove, Cape Shore; a constable and two assistants at Ship Cove; a constable and two assistants at Barrisway; the same at Little Placentia, Ram's Island, Long Harbor, Harbor Buffett, Southern Harbor, Brunley, Paradise, Little Harbor, near Oderin; John-de-Bay and Tites' Cove. We also put two men, with Emanuel Pike, at Laun; two men and a constable at Lord's Cove; a constable and two men at Point aux-Gauls; a constable and two men inside of Laun Islands, Round-About. We also landed a constable and two men at Lawries, near Lamaline; a constable and two men at Dantzic; a constable and two men at St. Lawrence, and a constable and two men at another intermediate Cove, the name of which I cannot remember. The assistants were all sworn in as special constables; also the crew of the *Hercules*. These crews were stationed at all these places as soon as we began in the spring of the year; and continued there until the caplin. They were furnished with camps and dories; but where houses could be had they stayed in them. If these men did their duty there could be little smuggling carried on. I do not think there were many herrings smuggled from Placentia Bay; we know there was caplin smuggled from Cape St. Mary's, as a boat belonging to Oderin was captured by the *Fiona*, near St. Pierre, nearly loaded with caplin; and the captain was imprisoned in Harbor Briton jail. I think the chief smuggling took place at Fortune Bay, that is, herring; the caplin were so abundant at St.

St. Pierre that they did not require them from this coast. Notwithstanding this large coast guard and two steamers, the French got what bait they required, as reported; but I believe that they were often delayed for want of bait, which interfered with their fishery, and, I consider, interfered materially with the French bankers; although getting bait, they often had to wait a week for it, so reports say; and, from the small prices given, there must be considerable bait going there. The Government may possibly prevent the French from getting bait at an enormous expense to the Colony. I consider that if the coast guards around were active in doing their duty, with two steamers on Fortune Bay, they may prohibit the carrying of bait to a large extent; but I do not say they would stop all of it. And without the people join in the several bays to assist the Government in enforcing the Bait Act, the French will get bait occasionally; but if the people were unanimous and not to take any bait to St. Pierre, both French and Americans would have to visit the several bays to procure their bait.

I would approve of a season's license of \$1.50 per ton, and should be collected at different visits. The people around here would rather see the old law reverted to. As far as one can gather from the people, all are opposed to the Bait Act. They would approve of it with a moderate season's license, and I think, both French and Americans would be willing to come in.

[No. 51.]

Charles Chambers, Esquire, of Harbor Buffett, Justice of the Peace, sworn, and says:—

I have been engaged in the fisheries and trade of the country for the past thirty years. I never was engaged in the French bait trade, but has seen it carried on in all its forms by others. In my opinion it was not a lucrative business for the people of this Bay. Those who remained at the cod-fishery were better off than those who pursued the bait traffic; some of our best men engaged in it and fell back. I have been strongly in favor of the Bait Act, from the first; it afforded some protection for our bait fishes. I did not consider it necessary to restrict the Americans; we have had very good trade with them; they came into our harbors and bought bait and ice, and other supplies.

I have had opportunity of observing the working of the Bait Act the past three years. As far as my observation went, it has been, to a great extent, a failure; not finding any fault on the part of those carrying out the Act, but on account of the unsurmountable difficulties coming in the way. Public opinion being so strongly averse to the Bait Act, and many of them being determined to violate it, and the numberless opportunities of doing so on such a large extent of coast, render it almost impossible for those engaged in the service, no matter how zealous or honest they may be, nor however faithful they may be,

to carry out the Act effectually, the result was that large quantities of bait were carried to St. Pierre, and we believe that they got what bait they wanted with, perhaps, some little delay; apparently, they suffered very little. The old system of allowing bait to be carried to St. Pierre was very bad; the French got their bait at low prices, and there was an enormous destruction. We have tried the Bait Act and it has proved a failure, and entailed a very heavy outlay of money. The next best thing is to allow the French to come in, by paying a moderate license fee of \$1.00 per ton for the season, besides light dues. In connection with this, I would not permit the seining of herring, except for our own vessels; I would prohibit barring them altogether. That no seine should be used before the 10th of May.

I have been engaged in the Bank fishery for over seven years; I find it a failing one. In my opinion, attributable to the migratory habits of the fish; they have left the shallower water on the Banks and are to be found in deeper water, from 100 to 150 fathoms. I think they will return to their usual haunts in the course of a season or two. Cod-fish seem to desert certain parts of the coast and return again. Witness the Labrador fishery this season; fish were abundant on certain parts of the coast where they had not been for five years.

[No. 52.]

Albert Hann, of Harbor Buffett, planter, sworn, and says :—

I have been living here all my life, and have been engaged in the fisheries of the country. I never had anything to do with the French bait trade.

I do not know whether the Bait Act was successfully carried out or not. I am opposed to the taking of herring to St. Pierre; I do not know what is the opinion of the people about here. I am not opposed to the French, Americans and Canadians being allowed to come in and buy bait. In my opinion, they should be charged a small license fee in addition to the light-dues.

I think the use of seines, as well as nets, should be permitted. I would not permit the barring of herring for any length of time; it is too destructive. I would have those steamers and coast-guards done away with; they are a heavy expense on the Colony.

I have been engaged in the Bank fishery for five years; it is a failing one. I do not think the catch this year is one-third of what it was five years ago. This is attributable to a scarcity of fish on the Banks. There has been also a scarcity of squids on the Banks, both this year and last.

I think that the French, Canadians and Americans smuggle a great deal of goods into the country; I do not agree with it, and I think that measures should be taken to put a stop to it. We, who are in trade here, have no fair chance of competing with those who pay no duties.

[No. 53.]

Edward Burton, of Harbor Buffett, planter, sworn, and says :

I have been engaged in the fisheries and trade for fifty years. I was never engaged in the French bait trade, and those about here who were, kept at it until they made beggars of themselves. I am sure it was not profitable for the people about here; a few may do well. Out of a large fleet, not one-third of them would do anything, and they lost too much time away from their own cod-fishery. If we could stop the French from getting bait altogether, it would be a good thing; but I don't think that it would be easy to do that. If they could be made to come into the bays and buy their bait, then it would be divided, so that every poor man would have a chance of earning something. I would permit them to come in without the payment of any fee except their light-dues; also Americans and Canadians to come in on the same terms. If they will use our bait we should make all the money we can out of them. I have observed the Bait Protection Service the past three years, and it is a failure; it has not prevented the French from getting bait elsewhere; it is too costly for this country to attempt to enforce it. I think that it is time for us to have done with this Bait Act. It has done great injury and no good, and has kept a great deal of money out of the country. Vessels used to come in here (Harbor Buffett) before the Bait Act was put in force, and before this heavy license was put on last summer, and buy their bait. We have had seven and eight vessels in here at a time. This season we have not had a vessel.

I was engaged in the Bank fishery, but have given it up these past two years; it did not pay me. I wish to say, in conclusion, I have done with the Bait Act.

[No. 54.]

Emmanuel Brinston, of Mooring Cove, Placentia Bay, sworn, and says:—

I have been engaged in the fisheries a number of years. Not much engaged in the French bait trade. It was a good benefit to Fortune Bay, but not much benefit to the people about Placentia Bay. The Americans have been a help to this Bay, especially Sound Island. The more that come here buying the bait, the greater help it is to the poor people. I hear that the French get bait, and that bait is smuggled to them. I believe in free trade for the fisherman, he being allowed to do the best he can to earn a living. The codfishery about here is not sufficient for the fisherman to earn a living. The general feeling of the people about here is for free trade, and no restrictions in the sale of herring. We are all of opinion in this place that foreigners generally should be allowed to come in and buy herring without paying any license fee or duty on them.

[No. 55.]

Philip Brown, of Sound Island, Placentia Bay, master mariner and planter, sworn, and says:—

I have been for many years connected with the fisheries—for fifty years. I have been engaged in the French bait trade. I carried the bait from Fortune Bay. I found it a profitable trade. I think the trade was generally beneficial to the people on this south-west coast. I think the Bait Act has injured poor people. I don't think it possible to carry out the Bait Act. There are people who have made more money in smuggling bait this summer than they ever made in their lives before. There was no bait carried from this locality. There were plenty of herrings in here, but the people were afraid to break the law. I would like to go back to the old law—free trade with Americans and French. I object to charging them a moderate license fee. They come here in the winter—that is, the Americans—and buy large quantities of herrings from us. They give us pretty fair prices, a dollar per barrel out of the seine. I believe it is the general opinion here to allow the Americans and French to come in and buy our herring without paying licenses. There was a great waste of herring here a winter or two ago; not so much last winter. I see no falling off in the quantity of herring. There were plenty of herring last year. About thirty sail of American vessels come here to get herrings, and a large number of Newfoundland vessels and boats. Over five hundred from Lamaline, on one side, to Great Placentia on the other side, come here to catch herrings to sell to the Americans. This winter's fishery is a great assistance to the people. The codfishery is not sufficient to support them without this help. All the people here are most anxious that nothing should be done to injure the trade.

[No. 56.]

James Hollett, of Sound Island, Placentia Bay, sworn, and says:—

I have been engaged in the fisheries for the past fifty years. I was in the French bait trade. I gave it up when the Bait Act was passed and put in force. It was a profitable trade to the people. Not a great many were engaged in it about here. I went to Fortune Bay to procure the bait. There has been smuggling further away, but not here. I don't think it possible for those cruisers and coast-guards to stop the French from getting bait. I know of no plan that could possibly prevent their getting bait. I believe this is the general opinion here. I know of no one who takes a different view. There is no falling off in the quantity of herrings. I think there is plenty of bait to permit of our selling to Americans and French, and still have ample for ourselves. I don't want any license fee charged, or other restriction put on the supplying of

bait. We have a large winter herring fishery here, very profitable to the people, and I would not like to see any heavy duty or restriction levied to break up that trade. It has been a great help to the poor man. The codfishery is not sufficient to support him.

[No. 57.]

John Barry, of Muscle Harbor, Harbor Buffett, planter, sworn and says:—

I have been engaged in the fisheries of the country all my life. I never had anything to do with the French bait trade, except jigging squids. I would like to have free trade and the old law, instead of the present Bait Act. I believe this to be the general feeling of the people about here. I would like to see French, Americans and Canadians come in on the coast to buy bait. I think that would be much preferable to carrying bait to St. Pierre. The codfishery is not sufficient to maintain the people, especially the past two years. The Americans have not come in this summer to buy bait; we expect that that was on account of the high license fee that was charged.

[No. 58.]

James Miller, of Muscle Harbor, Harbor Buffett, planter, sworn, and says:—

I have been engaged in the fisheries all my life time. I have not have had anything to do with the French bait-trade for the past fourteen years. Carrying herrings to St. Pierre was not a profitable business to the people of Placentia, when they could sell them in the Bay at a dollar per barrel. As far as I can learn, the Bait Act has not prevented the French from getting bait. So long as no bait was carried to St. Pierre, I would like to see Americans, French and Canadians allowed to come into the Bays and purchase their bait, and I think a reasonable license fee should be charged them. We think that it is not in the power of the Government to prevent them getting bait. The past three years the trade was in the hands of the Canadians and Americans, and a few Fortune Bay men, who were venturesome enough to risk it. The result is that the great bulk of the people have suffered by the Act. The codfishery in the Bay is not sufficient for an existence without the aid of the herring fishery. If the merchants of the country would start a business for the curing and putting up of herring for exportation, they would help the people to live, and there would not be the same desire to sell it to the French.

[No. 59.]

William Collins, of Burin, planter, sworn, and says:—

I am acquainted with the fisheries, and have been engaged in them for over forty years. I don't consider, taking one year with another, that the French bait trade was beneficial to the people on the coast about here. The people who were engaged in the codfishery did as well.

The Bait Act has been in force for three years, and in my opinion it has not been effective. The people engaged in it may have done their best, but they have not succeeded in preventing the French from getting bait. You want public opinion in your favor to make it a success, and the great majority of the people are against the Bait Act. I think if it could be thoroughly carried out, it would be beneficial to the country.

I followed the bait trade up to the time that the Act was passed. There were far too many engaged in that trade. The prices were too low; in many cases down to one and two francs per barrel, and as low as a half franc. I have carried three and four loads to St. Pierre in succession without being able to sell them. We would be laughed and jeered at by the French, and have to throw our herrings away. This free trade of bait fishes lead to an enormous waste, and I think that such a practice ought never to be allowed again, and if they can't be prohibited from getting bait, the next best thing would be to compel them, if they want bait, to come in on the shore and pay license for it.

I think the French got as much bait as they wanted the past three years, but not as regularly, and with loss of time. They have got considerable quantities of perriwinkles on the banks. They find it excellent bait, but in my opinion they will be fished out in a few years. They are not an abundant fish, and are only to be found in localities on the rough bottom. Some of their large vessels have brought in large trips caught on them.

A great part of the success of the French is due to their being constantly fishing on the banks, and our want of success is largely caused by our people coming in from the banks so often that they are not fishing half their time.

I cannot suggest any improved method for carrying out this bait service. I would not like to see the Bait Act abolished. I believe that the privilege of getting bait on this coast is of great value to the French, and if we allow them to get bait free, we should receive something from them in return.

As I have said, I am not personally opposed to the Bait Act, but the majority of the people, I believe, are.

[No. 60.]

Edward Reid, of Burin, fisherman, sworn, and says:—

I am living here a number of years, and before the Bait Act was passed I had a hand in the bait trade; with some parties it was profitable, but not with

others. The Bait Act has injured some people; but others, who smuggled bait, it benefited.

I think the steamers would cost a great deal more to the Government than the value of the Bait Act would be to the country. I am not much interested myself. A great many of the people here would like to see the French come in under a small license for the season, and take their bait; the owners of boats, from fifteen to thirty tons, would, many of them, prefer carrying the bait to St. Pierre. The people, in years gone by, reaped great benefit from the bait trade. When I was a boy there were no schooners owned in Grand Bank, and the large fleet owned there now was purchased with their earnings got by the bait traffic. This Bay has not derived as much benefit as Fortune Bay has from it; but look round and you will find that the principal people here have laid their foundations upon the French trade in the past. If we can get the French clear of the Newfoundland coast, I should then like to see the Bait Act enforced; but if they agree to leave the coast, I would let them buy bait all the same.

[No. 61.]

George Inkpen, of Burin, planter, sworn, and says:—

I have been living here a great number of years, and carrying on the fisheries. Before the Bait Act was passed I had been engaged for forty years carrying bait to the French. I cannot say that it was a beneficial trade to the people here. I think that they would have done quite as well at the cod-fishery. Since the Bait Act was passed I don't think that it was carried out thoroughly. I believe there has been a good deal of bait smuggled to St. Pierre. I think it impossible to enforce the Bait Act with the means that the Government has.

I think that if the Government had a gun-boat at the mouth of Fortune Bay, between Dantzic Point and Brunette, she would stop the bait carrying. The system of boats at the hauling-places, the *Fiona* and other vessels, are of no use; from what is said, they were the most of their time in harbor. I approve of the Bait Act, and think if the bait traffic were stopped it would be a glorious thing for Newfoundland.

I have one vessel on the Banks. It is a failing fishery, every year growing less. I believe that the French have found it a failing fishery. I have heard that the French found it much shorter this year than last; a few of them have done well, but the greater number have made a poor voyage. I do not think, on the whole, that they have done worse than our own bankers. My banker has never tried the periwinkle bait.

We have heard that the French had got a large quantity of periwinkles, but think that the report is not true. Perriwinkles are said to be good bait;

some say better than our fresh bait. Some of our people have tried them, and not made much of a hand with them.

I am of opinion that Americans and Canadians ought to be allowed to get their bait free, if they allow our fish to go in free. I do not approve of licensing the French to get bait in our harbors; they would compete unfairly with our bankers; they receive bounties which enable them to pay a higher price than our bankers would be able to pay. I recommend that a gun-boat be employed in the future to stop this traffic in bait.

The way the Bait Act has been carried out the past three years has been a terrible expense on the country.

I think that the majority of the people are opposed to the Bait Act. With the people opposed to it, it would be hard to carry it out.

[No. 62.]

George Bishop, J.P., of Burin, sworn and says:—

I have been living here forty-seven years, engaged in the trade and fisheries of the country until the past two years. I was never engaged in the French bait traffic. I always considered it a suicidal act. No person belonging to me has been engaged in the bait trade. I think it was most unwise for us to supply the French with bait, even when their fishery was small and confined chiefly to their home market and their colonies. I think that the way the Bait Act was carried out the first year, it was impossible to prevent the French from getting bait. The people kept the run of the steamers, knew just where they were, and got their bait into St. Pierre. I only know that by report; the French got all the bait they required the first year. I had an opportunity of seeing how the Act was being carried out that year, and from my knowledge and opinion, it was not effectively enforced. The second year of its operation I became Magistrate of this place. I have had several delinquents brought before me in my official capacity. In some cases there were difficulties in bringing about convictions, the evidence being not sufficient. The second year Commander Robinson had charge, and part of the first year. He did the best he could to carry out the service. He was pretty active, but he knew the people were evading him. The *modus vivendi* to the Americans made it more difficult to carry out the service. The Americans did a considerable amount of smuggling in bait, and it would have been better for us if we had never assented to the *modus vivendi*. I believe Commander Robinson had a coast-guard, but not to the same extent as this year. He had a few stationed in Fortune Bay and on this coast. The French had what bait they required the second year; but there was a loss of time in getting it. Caplin were very scarce on this coast the first and second year of the Bait Act.

Squids were abundant the first and second years, both on the coast and on the banks. The French laid in large quantities of squid last autumn. I have heard that the French jig large quantities of squid at St. Pierre, but not frequently. There were two or three boats and small schooners employed this year, and a considerable number of coastguard men with dories. The boats and schooners were altogether unsuitable for the service; they could not sail fast enough to catch the smugglers. I think the employment of them was practically money thrown away. I have reason to believe that large quantities of bait were smuggled into St. Pierre this present season, and that the traffic is still going on. I am not aware that there was an abundance of caplin at St. Pierre and Miquelon this present season. The report is that the French have had plenty of bait this present season. The money expended this year has, in my opinion, been money wasted. I am in favor of the Bait Act, and if carried out in its entirety, would be a great benefit to this country. I have heard that bait has been brought to them from Magdalen Islands. They can also get perriwinkle bait on the banks. This bait cannot be obtained everywhere; only in certain localities. The French fishery has been reported to be very short. Our own fishery is also short. It is not half as large a catch as it was five years ago. I don't know if the French fishery has been short in the same proportion as ours. Our shore fishery has also been short this year. I attribute the short catch on the Banks to the scarcity of squid bait. There was more bait on this coast than there has been in former years; all have complained of the scarcity of squid this autumn, and none were obtained on the Banks. Out of a fleet of forty vessels from this place, not more than five will make the Bank fishery pay. The average per vessel is not 400 quintals. It is now questionable as to whether there will be many prosecute the Bank fishery next year. The large French bankers have done very well this year—all the time on the Banks. Two steamers or, the outside, three, placed at the mouth of Fortune Bay, plying at Dantzic at the mouth of the Bay, would, I think, remedy the bait smuggling; and, when any smugglers are caught violating the law, enforce the extreme penalty, so that others would be deterred. There is a great deal of fog Fortune and Placentia Bays in the spring and summer months. Any smugglers knowing the steamers to be plying would not venture into St. Pierre for fear of being caught. This is the only suggestion I can make as to the carrying out of the Act. The people, generally, are unfavorable towards the Bait Act in Burin, *roper*. They say that if the Americans were permitted to come in on the coast and pay light-dues, with a small license fee to take bait, such an arrangement would meet their views.

[No. 63.]

John Paul, of Burin, planter, sworn, and says:—

I have been engaged in the business of the country over forty years. I am engaged in the Bank fishery for the past eight years. There has been a

gradual falling off of the fishery since the first year we started. Bait has been exceptionally scarce on the Banks this year, to which I attribute part of the short catch. I know something of the bait trade with St. Pierre, and have been observing the operation of the Bait Act the past three years.

During the first year the French were considerably deprived of bait, and much inconvenienced thereby. I believe they were seriously inconvenienced the second year for want of bait; and this season they have sustained heavy loss from the same cause.

In this vicinity, I believe, those engaged by Government, both on shore and on board the steamers, have done their best to enforce the Bait Act. A few have suffered serious loss by reason of the enforcement of the Act, by being deprived of taking bait to St. Pierre. I can form no opinion as to the amount of loss they have suffered; but I think one-fourth have suffered. The mass of the people here are opposed to the Bait Act. I am in favor of it myself.

I would be in favor of making the French pay licenses for bait, provided they came into the bays to purchase it. The carrying of bait to St. Pierre was very injurious, and I should not like to see it going on again. I think a tonnage fee of \$1.50 for the season would be sufficient; and they should be restricted from taking any more than they wanted for their own use. I would never allow the French a free license to take what bait they wanted. It would be more beneficial to our people to make the French come in on the shore to take it. The Bait Act is very difficult to carry out effectually; and I do not think the people will assist. I believe if it could be carried out effectually it would be a great benefit to the country. I think the partial carrying out has been beneficial; and I do not think it would be wise to repeal it. I think it judicious for the Government to do their best to try and enforce it. I cannot suggest any better plan than that adopted this past season: that is, crews stationed at the hauling-places, and steamers to assist.

[No. 64.]

William B. Payne, of Burin, sworn, and says:—

I have been living here twenty-four years, and am familiar with the fisheries of the country. I have never had anything to do with the bait trade. From observation I did not think it was beneficial to the people about Burin. I have observed the operation of the Bait Act for the past three years, and I do not think that it has been effectively enforced, and think it not possible to do it without a very heavy expense.

I think that if licenses were issued, permitting French, Americans, and Canadians to buy bait on the coast, at a reasonable license fee, it would be the better plan. I think that a \$1.50 per ton, for the season, would be a reasonable license fee.

I have been engaged in the banking fishery. The Bank fishery has been gradually declining. I think the cause is attributable to the fish shifting their ground. I believe the fishing grounds have been fouled by throwing offal overboard, and the fish have gone into deeper water. The Americans have done better than our bankers owing to their fishing in deeper water. The French have done about as well as our people. They, proportionately, have not had a smaller catch than our people, and they take more fish than we do, in consequence of their fishing more constantly. They had all the squid and caplin bait they wanted this year. I know they use periwinkles, and do well with them, but I don't know what quantity they have had this year. The bankers out of this place have not tried periwinkles. I don't know if the periwinkles are general or special over the Banks.

After three years' experience in trying to carry out this Bait Act, I am of opinion that no further expenditure should be incurred for its enforcement, excepting under the system of licenses, which I before indicated. I am certain that it is impossible to prevent the carrying of bait to St. Pierre, and, for this reason, the trade ought to be legitimized. Under the system of licenses we should make all we could out of it for the trade and the country. I think it inexpedient to have the Bait Act repealed.

In my opinion, if the people of Newfoundland cured their fish and took as good care of it as the French do, we should be able to compete with them, to a certain extent; we have lost the markets in consequence of an inferior cure; our fish is not nearly so well cured as it was twenty-five years ago, and I think we are gradually being driven out of our markets by Norwegians and French, from this cause. It is difficult to find a remedy for this matter; but the present system of culling is not likely to secure it. If the cullers were sworn as an independent body of men, they ought to be able to secure a higher standard of fish; and if the fishermen were paid according to the quality of their fish, no doubt an improvement would take place immediately. Both the French and Americans take very much more care in the cure of their fish than we do; our people seem to go more for quantity than quality; and we must raise our standard of quality if we are to compete with the markets of the world.

[No. 65.]

George Brushett, of Burin, planter, sworn, and says :—

I have been carrying on the Bank fishery the past three years. I am well acquainted with the bait trade. It was beneficial to the people before the Bait Act was passed; it gave employment to them in the spring of the year when there was little doing. I have made as high as £100 in three weeks. There was a great quantity of bait wasted, which I consider injurious to the country; and I hold that the French ought to be made come in and buy their bait. I

think the Act has been carried out faithfully, and has been fairly successful; but I believe it would be impossible to prevent the total carrying of bait to St. Pierre. I cannot suggest any better plan for carrying out the Bait Act; and I think the expense in so doing is more than the Colony can afford. It does not pay to carry it out.

I approve of granting licenses to the French, Americans and Canadians; I think \$1.50 is a reasonable sum, and should be paid by them once a year. I believe the people would be benefitted more with the traffic in bait than they would by any additional price they would be likely to get on cod-fish if the Act were enforced. I cannot see that we have got any more increased price for our fish since the Act was passed. I do not want the Act repealed; but I do not think it wise to enforce it at the present time.

I have been sending vessels to the Bank fishery for the past three years, and I know that it is failing very considerably.

[No. 66.]

James Pike, senior, of St. Lawrence, planter, sworn, and says:—

I have been engaged in the bait trade before the Bait Act was passed. I found it profitable. I could make a decent living out of it and the cod-fishery. Many others were the same as myself, and did well by it. Since the Bait Act was passed I can't make a comfortable living out of the cod-fishery alone. The cod-fishery along this coast is not sufficient, without the aid of the bait trade, to make a living by it. The French were hindered some in getting bait since the Bait Act was passed, but they got bait all the same. I don't think it possible to prevent the French from getting bait. It has cost a lot of money to try and prevent them from getting bait, and we see it cannot be done, and I think it would be best, in the future, to have the old law, and allow foreigners to come in by paying a small license fee and purchasing bait. The people of Lamaline have been more injured by the Bait Act than any other people on the coast.

The cod-fishery has not been sufficient the past three years to support us.

[No. 67.]

Jerome Turpin, of St. Lawrence, fisherman, sworn, and says:—

The Bait Act has injured the people here. The French, in spite of the Act, got what Bait they wanted. I think it pretty hard to keep the people from smuggling bait. I say the best in the future is the old law: let everyone do the best they can. I do not think there was much bait smuggled out of here this season; it was carried from Placentia and Fortune Bays. I have not been engaged in smuggling bait to St. Pierre.

[No. 68.]

Thomas Turpin, of St. Lawrence, planter, sworn, and says :—

I have been engaged in the fisheries here. I never had much to do with the bait trade. It was a beneficial trade to those engaged in it. The bait has been pretty plenty here in the past, enough for our own use, this year there was an abundance of it. The French have got their bait, and I don't think the Bait Act did much good. It has hurt a good many who were engaged in it. Without a great deal of expense on the country I don't know which way it can be enforced. I think it would be best to set aside this Bait Act and let the old law take its place, and let every one who has the means earn what he can.

All the people about here are of about the same opinion. I was at St. Pierre when the voyage was up; it was about the same as our own, but the large bankers did uncommonly well.

[No. 69.]

John Pike of St. Lawrence, planter, sworn, and says :—

I have been engaged in the fishery all my life. I found the bait trade a profitable business. I have not been engaged in the fishery the past five years; I have sold my boat. The Bait Act has been hurtful to the people here. My opinion is, if it were abolished it would be a benefit to them. If all foreigners were allowed to come in on the shore and pay a small license fee, it would be a benefit to the people and give them a chance of selling their bait. I think the running of those steamers in the coves, looking for those bait-carriers, is most injurious to the cod-fishery, and frightens the fish out of the coves.

[No. 70.]

Emanuel Pike, of Laun, preventive officer, sworn, and says :—

I have been acquainted with the fisheries here for many years. I have been engaged in the bait trade with St. Pierre in times gone by; it was a beneficial trade to the people here. The Bait Act has been injurious to the people about here. There has been some wholesale smuggling to St. Pierre; some have made more money than ever they did before out of it; the greater part of the people have not done anything out of it. There was an abundance of bait carried to St. Pierre and a good deal of bait thrown over-board. I was in St. Pierre last year and there was plenty of it there; it was not saleable; some of the French went to the Banks with a small supply of fresh bait; they had plenty of salt bait left from the year before. There was a large coast-guard

along the coast this year, and I think they got very little bait on this part of it. They caught large quantities of squid around St. Pierre, and many of our people went there to jig squid for them; they also carried squid from this shore to them.

In my opinion the French fishery can be crippled with the same expense that is now incurred, if the proper men are employed—men who have been engaged in carrying bait, who understand the tricks of the trade—and not men out of St. John's. The people here are opposed to the Bait Act. I am in favor of carrying it out; for we have driven the French to get bait on the Banks and elsewhere. I have been engaged in preventing them from getting bait; I was pilot on board the *Lady Glover* when she first started on protection service. I did not pilot her out of the way, in order to allow my son to get away with his load of bait to St. Pierre. The second year of the Bait Act I was at Saint Pierre in a banker, on my way to the Banks. I had twenty thousand squids on board; the French were offering me four francs per hundred for them, but I would not sell them.

[No. 71.]

John Lake, senior, of Fortune, schooner-owner, sworn, and says:—

I have been for many years engaged in the fisheries and trade of the country. This bait trade was the proper business for this bay. It was a most profitable trade, and, on account of the Bait Act, there are some boys on shore now without a stocking on them. The cod-fishery of this bay is not sufficient to maintain the people without the aid of the herring fishery. The Bait Act, since it has been enforced, has not been the means of preventing the French from getting bait. It has not been efficiently enforced. The French have got what bait they wanted, and Providence seems to have favored them by sending an abundance of squid to St. Pierre, and caplin have been plentiful at Miquelon. I think it is not in the power of the Government to enforce the Bait Act. It is not within their means. The best thing, for the future, is to go back to the old law—free trade to the French in bait. During the last three years, Americans and Canadians have been allowed to do just what they liked; they have been taking possession of the bait trade, and have supplied the French, whilst our poor Newfoundlanders have been starving. I do not believe you will find five men in the whole harbor who are in favor of the Bait Act; they all want to go back to the old law.

I have been engaged in the Bank fishery; it is failing. It is a failure of more than half of what it used to be. I think the French have done about the same as ourselves; some have done well and some bad. Those who have used the shell-fish have done, generally, exceedingly well.

[No. 72.]

George Gillard, of Fortune, fisherman, sworn and says:—

I have been engaged in the bait trade all my life. I made a good living out of it. I do not think that the cod-fishery of the bay is sufficient to support all the people without the herring fishery. My craft has been laid up ever since the Bait Act was passed; she is not suitable to fish on the Banks, only twenty-three tons, and old; I have been fishing out of this in a dory. I cannot make half as good a living as I could with the herring traffic. I have been living on what I made before; but for that I should be in a bad way. There has been a great deal of bait smuggled to St. Pierre. If all had turned out they might have stopped the carrying of bait. I am in favor of returning to the old law, and doing away with the Bait Act; would prefer carrying bait to the French rather than allowing them to come in the Bay.

[No. 73.]

William Tuck, of Fortune Bay, schooner-owner, sworn, and says:

I have been all my life engaged in the bait trade. It was my chief means of support; I could make a comfortable living out of it. There was considerable competition, and at times a great many herrings were thrown away. When the Bait Act was passed I gave up the trade. My craft is not suited to go on the Banks; she is twenty-six years old; I have gone cod-fishing about the shore, on St. Peter's Bank. I have lost what I had made by the bait traffic; I lost six hundred dollars by reason of the Bait Act.

I do not think that the Bait Act has prevented the French from obtaining bait; they have had plenty. Sometimes they have been delayed a little. I suppose those engaged in the Bait Protection Service have done the best they could, but they have not been able to prevent the carrying of bait to St. Pierre. I am opposed to the Bait Act, and wish to see it done away with. I consider that Fortune has been ruined by reason of it; and I believe the majority of the people here are opposed to it. You would not find twenty in the place of a different mind. We want to see it abolished, and go back to the old law. I do not approve of licenses being granted to the French to come in on the shore; I do not think they give as good a price for the herrings as they pay in St. Pierre. This summer caplin were very abundant at Miquelon; there were plenty to supply the French bankers. There were a number of Newfoundlanders and myself engaged in carrying bait from Miquelon to St. Pierre. We got from three to fifteen francs per hoghead, for caplin. The French, when the caplin struck in, were not detained in getting it.

[No. 74.]

**John Spencer, of Fortune, Fortune Bay, schooner-owner,
sworn, and says :**

I have been engaged in the fisheries for fifty years—most of the time carrying herring to the French; also, caplin. The business was a profitable one to some; and I made money out of it. I don't believe the cod-fishery is sufficient to support the people of the Bay. Without the French trade the people of Fortune Bay would be starved. They are starving now from the enforcement of the Bait Act; and it would be better for us to be living under the French or American flag than to suffer as we did during the past three years. We have no seal fishery here, like the people to the northward. Our herring fishery takes the place of that. I have two schooners engaged in the Bank fishery, and I find it failing. One of my schooners met with no success; the other, middling. This Bait Act has borne hardest of all on those people whose schooners are too small to go fishing on the Banks. Nine schooners left the harbor on account of this Act, and five of their owners went to Cape Breton. The others are fishing out of here in punts. The Bank fishery will not take the place of the bait fishery, as it is not remunerative enough to support all; and many poor men have no means to go there fishing. The Bait Act has not been efficiently enforced. The Americans and Nova Scotians have taken away the bait trade from us and supplied the French. They have had no trouble in running the blockade. Our officers did not seem to have interfered with them. I do not believe the Government can stop the French from getting bait; they have not the means at their command to do so. I want to return to the old law: free trade to sell what we please. We want our freedom. We were born free men—not slaves. I would like to see the French come in on paying a small license. If made compulsory I doubt its success, as they cannot come in for caplin. The French have done poorly; we have done poorly. All have done about the same.

[No. 75.]

**Samuel Harris, of Grand Bank, Fortune Bay, trader, sworn,
and says :—**

I have been, for some years, engaged in the bait trade before the passing of the Bait Act. It was a profitable trade for the people of Grand Bank. I gave it up and went into the Bank fishery, about eight years ago; there was too much competition in it to make it pay. The Bank fishery has been a profitable one. There was a short catch this, and an average catch last, year; it is over half a voyage here this year. We heard the French had a short catch this year. The Bait Act has not been successfully enforced; to a certain extent, no doubt, it has affected them; but they have got bait. The first year there were four

steamers engaged in protecting the bait, and they did not prevent its being carried. It never has been prevented. There were better times in Grand Bank when there was no Bait Act in force. I think that the Bait Act has been very badly carried out this year.

I believe that four steamers ought to be able to protect Fortune and Placentia Bays. In my opinion, it would be wisest to go back to the old law rather than spend a large sum of money in enforcing this Act.

[No. 76.]

George A. Buffett, of Grand Bank, merchant, sworn, and says:—

I have been connected with the trade and fisheries of this Bay a number of years. I was engaged in the bait trade with St. Pierre. It was, taken on the whole, a profitable trade. I had given it up two years before the Bait Act was passed. There were too many engaged in it then to make it a profitable trade. I turned my attention to the Bank fishery and found it profitable. The Bank fishery has failed considerably. I think, for the fleet in Grand Bank, that it is less by one-half now than it was five years ago. I attribute the general falling off to the scarcity of fish and bait and the increased number of bankers. The French have also had a short fishery this year. It is not so bad as ours; the two previous years it was worse in proportion. I can hardly believe it is possible, with the means at the disposal of the Government, to enforce the Bait Act. I think the Act is a good one if it could be properly enforced. I was in favor of the Act until I had three years' experience of its working; that satisfied me that it was not possible to carry it out, and I think the best course is to revert back to the old law. I have an opportunity of seeing the people here and knowing their minds, and I believe that the great majority of them are of this opinion. I don't think it would be well to allow the French to come in to buy their bait, as I consider it would tend to demoralize the people. I would prefer seeing the bait carried to them. If the bait trade is allowed with St. Pierre, smuggling will likely be increased, and I would like to see further measures taken to prevent it.

[No. 77.]

George Simms, of Grand Bank, J.P., sworn, and says:—

I have been here sixteen years. I am Stipendiary Magistrate and Collector of Customs. I have had an opportunity of making myself acquainted with the fisheries in this Bay. The bait trade was generally beneficial to the people of this shore. For years it was the means of building up Grand Bank; but of late

years they have withdrawn from the bait trade and gone into the Bank fishery. During the last three years I have had an opportunity of seeing how the Bait Act was enforced. In my opinion it has not been successfully enforced. The French have had what bait they wanted; and many times it has been so abundant that large quantities have been thrown away. I do not think it possible, with the means at the disposal of the Government, to enforce the Bait Act. My own opinion is that the French should not be allowed to come in the Bay for bait. If they were let in, it would become a den of drunkenness. I think the bait trade ought to be allowed to go on as it did before the passing of the Bait Act. There are twenty-three bankers and three hundred and seventeen men sailing out of this place this present season, about the same as previous years. The fishery has been less these past two years than previously; some of the masters of schooners have found it as plentiful as usual, but complain of the scarcity of bait. On the whole it has not been a paying business this year.

[No. 78.]

John Camp, of Grand Bank, in Fortune Bay, planter, sworn, and says:

I have been engaged in the bait trade in the past for fifteen years. There was a good living in it for the people of Grand Bank. Many people have missed it and suffered from its loss.

I know that the Bait Act has not been effectually carried out the past three years. I don't believe that it is within the power of the Government to carry out the Bait Act with the means at their disposal. I think this is the general opinion of the people of Grand Bank. I would recommend our going back to the old law. I have seen enough of squandering money and people suffering.

[No. 79.]

Samuel Tibbo, of Grand Bank, in Fortune Bay, sworn, and says:

I have been engaged all my life in the fisheries, and the last six years I have been engaged in the Bank fishery. I found the bait trade a paying trade, and I attribute the success of Grand Bank largely to the bait trade. I think the Bait Act has not been effectually enforced the past three years, and I think it would be hard for the Government to enforce a law with the voice of the people against it, and they will not abide by it. If they took the whole revenue, they could not enforce it then.

I would like to see us go back to the old law, but I would make no objection to see the French and the Americans come in the Bay and buy their bait, by paying a moderate license.

I have been engaged in the Bank fishery the past six years. I have found it a decreasing fishery; a great falling off this year. I think it will not be a paying business this year. I was in St. Pierre a week ago and made enquiries, and found that their Bank fishery was about equal to our own; but the large bankers have done exceedingly well. Many of them did not come in for bait at all; some took herring on the coast of Scotland, and they all took periwinkles. The big trips were caught on them. The French got all the bait they wanted.

This bait law has proved a dead failure. We living here have not felt the effects of it as some in other places. Fortune has been ruined by it.

[No. 80.]

**Richard West, of Bay L'Argent, in Fortune Bay, planter,
sworn, and says:**

I have been living here over sixty years. I have been carrying on the fishery for a number of years. I have been engaged in the bait traffic with St. Pierre. The majority of the people about here were engaged in that trade before the Bait Act was passed. It was a profitable trade. Since the Bait Act was passed, the place has become impoverished. The people have suffered a good deal of hunger. The cod-fishery is not sufficient to support the people here without the aid of the bait traffic. The first year the Bait Act was pretty well put in force; a few carried bait. The Americans carried bait there. The second it was pretty well enforced. A great many Americans broke the law and carried bait to St. Pierre. Last year I tried to carry it there, but got caught. I had only forty barrels of herring on board. There were others at the time I was caught that were let go, having over one hundred barrels each on board. I was bound for the Gulf cod-fishery, and I put those few barrels of herring on board to buy supplies to help me go to the fishery. My summer fishery was spoiled last year. At the Gulf fishery I was interfered with by the French and stopped from getting bait, and I could not get a license here to take bait, in consequence of which I lost a trip of fish. What I say of myself applies to a number of other persons who were there at the same time. The Bait Act has been ruinous to the people of this Bay. It has not seriously prevented the French from obtaining bait, as they could obtain it from Port-aux-Port, St. George's Bay, Bay of Islands, Magdalen Islands and Cape Breton. They catch what squids they like about St. Pierre, and this year there were more squids there than anywhere else. This year the caplin were abundant at

Miquelon, Langley, and in St. Pierre. I think the more French are kept without them by us the more plentiful they become about their own waters. I was not catching bait this year; I was fishing in the Gulf. We did fairly well. The French bait fishery fills in the spring, when we are not engaged in the cod-fishery. I have never depended entirely on the bait-fishery; only in the spring of the year. Sometimes there would be a great destruction of herring carried to St. Pierre. I think if the French were allowed to come in and pay a license for the bait, it would be the best thing. Every poor man would have a chance of earning a barrel of flour. I think we have plenty of bait in Fortune Bay to supply Americans, French, and Nova Scotians, and plenty for ourselves. I notice no falling off in the quantity of herring-bait. In order to make the French come in, we should require a steamer to prevent our people from going out. I think that if the use of seines were stopped altogether, the French would then be obliged to come in and buy from the net fishermen. I think that if a good fine were put on the use of seines, that many would not violate the law.

There was a constable and two men in a dory stationed here this year, and no herrings were hauled about this place. The law was pretty well carried out about here. What herrings were smuggled were caught outside. They caught a good many of these smugglers and put them in gaol.

[No. 81.]

Henry Giovannini, of Rencontre, Fortune Bay, sworn, and says:

I have been living in Fortune Bay thirty odd years. I have been engaged part of that time in the bait trade. I have three seines, four seine boats and two crafts, which cost me a lot of money. These have been useless to me since the Bait Act, and are lying up. I know of no reason why I should be deprived of the use of my property, and I should think the Government ought to buy this property off my hands or allow free trade and let me use it. I have always had free trade for bait, and want it again. There has been a great deal of money spent in carrying out this Act, and yet the French got as much bait as they wanted, and more. If the French were allowed to come into the bay it would be better for all hands. A poor man would have a chance then as well as a rich one. I believe it would be hard with boats' crews and steamers to stop the French from getting bait. The smart fellows would be sure to run it. I think the three years' experience of the Bait Act has proved it to be a great failure.

The cod-fishery in this bay is not one quarter sufficient to support the people, and many of them have got very poor since the operation of this Act—very poor. Their craft are not sufficiently large to go on the Banks—not one out of twenty.

The destitution in some parts of the bay is dreadful—children nearly naked. I saw it myself about a fortnight ago; and I fear there will be starvation if something is not done.

[No. 82.]

John Pitman, of Rencontre, Fortune Bay, planter, sworn, and says :—

I have been engaged in the bait trade, our chief means of making a living. My boat is not sufficiently large for me to prosecute the Bank fishery. The effect of the Bait Act has been badly felt by me. It has been an injury to almost every person about here. I think the enforcement of it has been ruinous to Fortune Bay people; besides, I think justice has not been done. I have been at St. Pierre this spring, and saw hundreds of barrels of herring landed there by Americans. I know they procured them in Fortune Bay. I saw one American there baiting a French brigantine and a schooner. He got these herrings in Fortune Bay and had one of Her Majesty's officers on board when he took them. She must have had between two and three hundred barrels on board; and I think it a great injustice that this vessel should be allowed, by an officer, to go free when they seized my schooner with only between twenty and thirty barrels of herring on board, and put me in Harbor Briton gaol for two months. I saw seven or eight Nova Scotian and American vessels at St. Pierre one day; the masters of said vessels covered their names over with canvas and sold the herrings on board to Frenchmen. I believe the Americans and Canadians sold quite as much bait to the French as the people of Fortune Bay. Our Newfoundland bankers took a part in carrying bait to the French.

It is not possible for the Newfoundland Government to effectively carry out the Bait Act. The facilities for smuggling are too great, unless they put a man in every cove, and even then it is impossible to do so. The French got bait the past three years as quickly as ever they did.

Squids were abundant last year, and caplin this. The French have had a better fishery and caught more fish than our English bankers did this year. Fish is getting scarce on the Banks; but the French—some of them—have done as well as ever they did. They fish more lines and keep steadier and a longer time on the ground. They have used considerable periwinkles, and find them a good bait.

It was possible at the beginning to carry out the Bait Act effectively if it had the support of the people; but the time has gone by, and it is impossible to do so now.

[No. 83.]

Patrick Hartigan, of Rencontre, Fortune Bay, sworn, and says:

I have been engaged in the bait trade for a number of years, and it has been one of my chief means of living. The Bait Act has worked badly against me. We had a good schooner, but would not run the risk of running bait to St. Pierre, and baiting the few Newfoundland and American schooners that came along was a small business. I believe the French got all the bait they wanted. There were times during the past two springs when one franc per barrel could not be got for bait, it was so abundant. I believe that the enforcement of this Act means starvation for the Fortune Bay people and an enormous expense to the colony. There are numbers of men who own seines and seine-boats that cost them large sums of money who were compelled to keep them idle the past three years. Some springs there would be large quantities of herring thrown overboard. After the first baiting of the French, when a good many seines are barred with herring, larger quantities are taken to St. Pierre than can be sold, and large numbers are thrown away. I believe that, if the French came in, it would be a good plan, but I doubt if the large bankers could or would come in the bay. I want to see free trade in bait again, as formerly. Out of this business I have earned my living for twenty-three years, and there are a good many like me. If it was not for the bait trade I should be a beggar. The cod-fishery in Fortune Bay is not sufficient to support the people. Without the herring fishery in the winter time and the bait trade I think the people would starve. I myself have caught from five to seven quintals of fish the last two years, and others have found the fish as scarce as I have.

[No. 84.]

Benjamin Keeping, of Fortune Bay, sworn, and says:

I have been engaged in the bait trade, before the Bait Act was enforced, for years; I found it a good means of living, and a profitable trade for the people of Fortune Bay. We have six or seven hundred dollars worth of seines and nets, which are of no use since the Bait Act was passed. The Bait Act has not been successful in preventing the French from getting bait. The French have had what bait they wanted. I have been in St. Pierre four times since the Bait Act was passed, and the French had then what bait they wanted. The year before last when I was there, there were four large vessels from Magdalen Islands loaded with herrings.

I think that about fifty cents per ton a reasonable sum for the French to pay, and then they would come in for bait.

I believe that there are three thousand children in Fortune Bay to-day badly clothed and badly fed on account of the Bait Act. I don't think that it

has done any good to any one; it has impoverished the people, and has not shortened the French fishery. I was in St. Pierre last year, in November, and saw the place full of as fine a fish as I ever laid my eyes on.

One way to make it a success would be to stop the seines till the first of May; then every Frenchman would have to come in on the coast, and every poor man would have his chance of catching herrings.

[No. 85.]

George Keeping, of Rencontre, Fortune Bay, planter, sworn, and says :

I have been carrying on the fishery here all my life-time. I was for many years engaged in carrying bait to the French. It was a fine means of living, and that, with the cod-fishery and selling frozen herrings in the winter to the Americans, made it a comfortable living for us. For several years past the codfishery has been a failure, and the last three, the Government pirate has prevented us from earning a living, and I expect, if it goes on like that, we shall have to apply for poor relief. The steamer and coast-guards have not prevented the French from getting bait; the American and English bankers have supplied them with abundance of bait, and there are hundreds and thousands of dollars kept out of the hands of the people of Fortune Bay. Our poor people get caught and put in prison, and others are allowed to go free.

The present tribute money charged the French is too heavy. If a moderate charge were made—say, half a dollar per ton once a year—the French would then come in and buy their bait.

The last time I was in St. Pierre, the French merchants said that, although they did not get so much fish, yet they got a better price for it, and that they were benefitted by the Bait Act.

[No. 86.]

Augustine Mullins, of Rencontre, Fortune Bay, sworn, and says :

I have been here over thirty years fishing, and my sons have been engaged in the bait trade, and have been in Harbour Briton jail, owing to the Bait Act. I think it is a wrong law, and should not have been passed. Our fathers carried on the bait trade. The Bait Act has starved scores, and many have come to poverty, and their gear is lying up of no use.

[No. 87.]

Alexander Rose, of Fortune Bay, sworn, and says:—

I have been engaged in the fisheries a number of years. I used to be engaged in the bait trade until the last two or three years. I found it a profitable trade. There is no codfish to be caught in this Bay to make a living out of it. I have had my schooner on the Banks the last four years. The Bank fishery is a failing fishery, and this year did not pay at all. The French fishermen have done quite as well as our fishermen this year. They receive a much better price for their fish, and can make it pay when we can't.

There was a lot of bait smuggled to St. Pierre this year. They got all they wanted, principally from Americans and Nova Scotians. They have not had to wait for bait at all, for squid they could get in abundance about St. Pierre, and there was any quantity of caplin about Miquelon.

I am of opinion that in future an arrangement should be made to allow them to come in, by paying a license fee of one dollar and a half per ton for the season, and I would allow the Americans and Nova Scotians to do the same.

If the French won't pay a license fee and come in on the coast, we ought to be allowed to carry the bait to them; for if we don't do it, others will, and it is as well for us to have the money as strangers.

[No. 88.]

Philip Grandy, of Belleoram, Fortune Bay, planter, sworn, and says:—

I have been engaged in the bait trade a number of years. All the people in this place were depending upon the bait trade. Their craft were adapted for the bait trade, but not for the Bank fishery. All the people are of one mind, in opposition to the Bait Act. I would like to see the French come in on the shore to buy bait, as it would be a general benefit. I think that seines ought not to be allowed to bar herrings in the spring of the year, for if all hands used nets the price of herrings would be better. There is no scarcity of bait; the herring appears to be getting more plentiful rather than scarcer. The steamers and coast-guard have not been able to prevent the French from getting bait. It is not within the power of the Newfoundland Government to prevent the French from getting bait; they have so many other places to get it from besides Fortune and Placentia Bays.

I have been in St. Pierre this season. The French are not getting as much fish as formerly, but they are getting more fish than our bankers.

The French don't get the herring bait as plentiful as they use to, but they get an abundance of caplin bait at Miquelon.

The Bait Act has injured the shop-keepers' trade at St. Pierre. Our Bank fishery is a failing fishery. Where one banker has caught sufficient fish to pay her way, there are ten who have not. You can't catch sufficient fish in Fortune Bay to support the people.

[No. 89.]

Martin Kinsella, of Belleoram, Fortune Bay, planter, sworn, and says :—

I have been engaged in the bait trade a number of years. It was a remunerative business to the people, and all of them here were engaged in it. There was no scarcity of bait. I believe there are enough herrings in this bay to supply French, Americans, Canadians and our own people. This Bait Act has been injurious to the people of Fortune Bay. I believe the French have been well supplied with bait.

I think the French should be allowed to come in on our coast for bait, or otherwise foreigners will be supplying them and reaping the benefit. I don't believe all the steamers the Government can send will prevent the carrying of bait to St. Pierre, and I think it impossible to prevent the French from procuring bait.

[No. 90.]

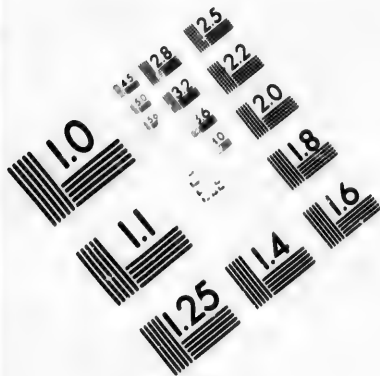
Levi Cluett, Fortune Bay, trader, sworn, and says :—

I have been carrying on the bait trade for a number of years. It was a profitable business before the Bait Act was passed. People cannot live by the cod-fishery, and are reduced to poverty by reason of this Act. We have three seines lying up, and there are many others in the same predicament. The French have had the bait smuggled to them by foreigners and our own people. I don't think it possible to carry out the Act so as to prevent the French from getting what bait they want. They get large quantities from Magdalen and Bay St. George, and they use the periwinkles on the Banks—principally the large vessels—and catch what fish they like.

The Bait Service has not been able, so far, to prevent the carrying of bait to St. Pierre. Those who chose to engage in the traffic have succeeded in making money out of it. They have run so much bait to St. Pierre that the price has fallen as low as one franc per barrel.

I think, for the future, the most profitable way would be to let the French come in for bait on paying a reasonable license fee; and if they don't comply with this, we ought to be allowed to carry it to St. Pierre.

I think the people of Fortune Bay have been treated badly by the enforcement of the Bait Act. We have tried the Bank fishery, and it has proved a failure. I think that if the Government don't stop the operation of this Act, it will impoverish the people.





[No. 91.]

William Cluett, of Belleoram, Fortune Bay, planter, sworn, and says:—

I have been engaged in the bait trade for a great number of years. It was a good means of living to me and others in this place. I have seines and seine-boats for carrying it on. Since the Bait Act has been in force my means of living has been, to a great extent, crippled. I have not attempted to carry bait since the law came in force. My schooner is not large enough to go to the Grand Bank fishery. The cod-fishery on the shore is very poor, not half remunerative enough to give a living to a man.

The French have got bait from one quarter and another, and we have been deprived of the supplying of them, and lost money by it.

I should think, in future, the best course to pursue would be to allow the French to come in on paying the small license-fee of \$1.50 per ton—also, Americans—for the season. I would prefer to see the French come in on our coast and buy their bait; that would give every poor man a chance, and would do away with the waste which formerly took place when herrings were taken to St. Pierre.

The French have done very well at the fishery this year, much better than our own bankers. The fish is getting scarcer on the Banks. I think this Bait Act is the worse thing for the people of this bay that ever happened; and I don't believe it has done any good on any part of our coast.

I am acquainted with the West Coast, and there are usually abundance of herring, there. The French can get what they want from there and from the Magdalen Islands, and we have been deprived of the chance of earning money from it.

I think we have been greatly wronged by the Government in depriving us of the use of our property without any compensation. We have been engaged in a business which our fathers were engaged in before us, and I believe that we wronged no one in carrying it on. I am the owner of three seines, and have been deprived of their use, and I think that we have been robbed of our means of living. We used to make a comfortable living, and now we are reduced to poverty.

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[No. 92.]

Philip Cluett, of Belleoram, Fortune Bay, trader, sworn and says:—

I have been engaged in the bait fishery for a number of years. It was a profitable means of living for the people here. The Bait Act has brought poverty on the people. They have been deprived of the use of their property.

Large numbers of seines and nets are now lying idle. We have had no compensation for our losses, and I think we ought to have. The French have got bait all the same as they did before. They have been supplied by foreigners and our own bankers. I think that the bait protection service has been a failure all through.

If the French vessels were allowed to come in the Bay on small licenses, it would be a benefit to all; and if they won't come in, we should be allowed to go to them with our bait.

One great improvement would be, if no herrings were allowed to be barred in seines during the spring and summer, when large quantities of herrings are barred; it leads to waste and selling them for little or nothing. When herrings are allowed to be barred, the poor man, owner of a net or two, has no chance to earn anything.

[No. 93.]

John Cluett, jr., of Belloram, in Fortune Bay, sworn, and says:

I have been engaged all my life-time in the bait trade. It was a profitable business. The majority of the people made a good thing out of it. There was a large amount of property invested in the trade, in schooners, seine-boats, and seines. This property, by the bait Act, has been rendered useless, and we all think that we have been badly treated by being deprived of the use of our property without any compensation. We have lost a good many thousand pounds since the Bait Act was put in force, and I don't know any reason why the Fortune Bay people should be made victims of; and I am afraid that it will be many years before we recover from the injury done us. The people have been very much impoverished since the Bait Act was put in force. We have been deprived of a means of living, and the French have got their bait just the same as they did before, from foreigners and outsiders. There have been large quantities carried to St. Pierre by Americans and our own bankers. I do not think it possible, after three years' experience, to prevent the French from getting bait. I think, for the future, that there should be free trade, allowing the French, for a small license, to come in on the coast and buy bait. When herrings were carried to St. Pierre, after the markets had been supplied, large quantities would be thrown away. I think the system of this past season was altogether a mistake. Allowing a barrel a ton for a vessel of thirty tons would not be too much for her; but allowing a barrel a ton for a vessel of one hundred and twenty tons, would be more than double what she would require, and the consequence was that she had bait to carry to the French.

Many people wish to stop seines altogether, but I am not of that opinion, for many persons will have seines have not nets, and I think that no person should be deprived of the use of his property, unless he has committed some crime.

[No. 94.]

John Ronkey, of Belleoram, Fortune Bay, planter, sworn, and says:—

I have been engaged in the bait trade for a number of years. There was a good living in it for an industrious man. The whole of the people of Belleoram were interested in it; over twenty schooners owned in this place engaged in this business. Only two of them were large enough for the Bank fishery. There are over two seines for every schooner, which, with the gear belonging to them, would cost a large amount of money. Since the passing of the Bait Act the people have been deprived of the use of these schooners, and some who did attempt to carry on the bait trade were caught. The operation of this Act has been the means of impoverishing the people about here. It has not prevented the French from getting bait. They got all the bait they wanted. It has spoiled the bait trade, for the French have learned that they can get bait from many places beside this bay.

I think that the best plan would be to allow them to come in on the coast on paying a small license fee, yearly, and buy the bait; this would give every poor man a chance, and avoid the waste of herring that formerly took place.

[No. 95.]

John Evans, of English Harbor, Fortune Bay, trader, sworn, and says:—

I have been many years engaged in the bait trade. It was the only business we had to depend on for a living. Fortune Bay is only a herring pond, and the cod-fishery is not sufficient to support the people. During the past three years the Bait Act has not prevented the French from getting bait, and they were not delayed for want of it. Those who chose to risk it have succeeded to run bait into St. Pierre; the American and our Newfoundland bankers have run bait there every year since the Act was passed—this year, more particularly, they have made a regular trade of it. There have been no sort of fair play; the American bankers have been allowed to take what bait they wanted. I saw this myself in Bay-de-East, and I believe the banker had over two hundred barrels on board. The policeman came on board, but he did not remain whilst the herrings were being taken; he came on board afterwards and cancelled the license. I have seen an American vessel take fifteen dory-loads; we have often measured twelve barrels out of a dory. The American vessels have taken generally from 150 to 180 barrels, and many of the Newfoundland bankers have done the same. These bankers have carried ten times as many herring into St. Pierre as the Fortune Bay people did. We think it a great hardship that, through the carelessness of those who were watching, these bankers have been allowed to go free, while our poor people were come down on. There have been large quantities of bait brought from Magdalen Islands and Anticosti; much of which was unsold because of its abundance in St. Pierre. My son

brought a schooner load of bait from Anticosti to St. Pierre and was obliged to throw it away, as there was no sale for it. By the Bait Act the French have been taught many ways of getting bait, and I think the bait trade will never be the same.

If free trade were allowed now, there would be hundreds of thousands of barrels thrown overboard.

We, all here, think that the use of seines should be stopped, from the 1st of March to the 1st of May; and all foreigners should be permitted to come in by paying a small tonnage fee of \$1.00 a ton once a year. This would regulate the trade so that no herrings would be thrown away; it would be a great benefit to every poor man in Fortune Bay.

The last three years I have prosecuted the Bank fishery; I have found it failing every year; this year almost a total failure. It has not paid the expense of fitting out. The large French bankers that have taken their bait on the Banks, chiefly periwinkles, have done very well; some have brought in over four thousand quintals—French weight, green fish—and taking the whole fleet, they have done much better than our bankers.

The herrings are very plenty, and last spring large quantities were barred; this leads to waste and small price. Barring ought to be done away with, from the 1st March until 1st December. Last year we sold to American and Nova Scotia bankers for ten cents per barrel, while the Government were getting a dollar per barrel. The bankers said they could not afford to pay us and the Government.

We concur in the above statement (having first been read over to John Evans) James Evans and John Ott; also Stephen Smith, Aaron Fiander, James Harley and Ambrose Fiander.

[No. 96.]

James Young, of St. Jacques, Fortune Bay, trader, sworn, and says:

I have been engaged all my life-time in the bait traffic with St. Pierre. It was a beneficial trade to the people. There is not sufficient cod-fishery here to support the people without it. The people have been impoverished by means of the Bait Act. I think the Bait Act has prevented the French from getting bait. I myself brought, the spring before last, five hundred barrels of salted herrings from the Magdalen Islands to St. Pierre, but was obliged to throw them overboard, and my brother's son did the same with a like quantity. Last spring my boys were in the Gulf; couldn't find any fish when over to Anticosti; took in one hundred hogsheads caplin and brought them to St. Pierre, but didn't get one franc per hogshead, as bait was abundant. I am positive, from my knowledge of the business, that the Newfoundland Government can never prevent the French from getting bait.

I want to go back to the old law. Seines stopped from the 1st March to the 18th April. I concur in the above—HUBERT YOUNG.

[No. 97.]

Thomas Farrell, of St. Jacques, Fortune Bay, trader, sworn, and says :

I have been engaged in the bait trade for many years. It was in the old times a profitable business for the people engaged in it. The Bait Act has deprived numbers of their means of living, who to-day are not worth a dollar, and before the operation of the Act were worth hundreds of dollars. There is a large amount of money invested in seines, and they are of very little use now for those who do not engage in smuggling herring. I have not engaged in smuggling herring myself. I would like to see the bait sold in our own waters, if there was any possible means of getting them to come in.

I was in St. Pierre last spring from the 1st until the 10th of April. There was a fleet of French vessels, about twenty-five, prepared to come into the Bay for bait. They thought the price was to be one dollar per ton for the season, but when they found that it was for every trip, they gave up coming. Just at that time a fleet of schooners arrived from Fortune Bay with herrings, and then the Americans, being allowed to take more bait than they required for their own use, supplied the next fleet of Frenchmen. In consequence of this, they decided not to come in the Bay to buy bait, and, in my opinion, a large fleet would have come in to purchase if the license fee had been one dollar for the season.

The Bait Act has not had the effect of preventing the French from getting all the bait they wanted. I think, as far as I could see, the *Fiona* did her work well. I have every reason to believe that the Bait Act was never thoroughly carried out in the first and second year of its operation. Many who were taken for violation were permitted to go free, and this was a bad example to others, and made it more difficult to carry out the law. In my opinion, the best method would be to carry out the law as it was in old times; that is, prohibition of the use of seines from the 1st March to the 18th day of April. This secured good prices, prevented waste of bait, and prevented foreigners from running bait into St. Pierre. This would secure to the poor men an equal share with the rich in selling bait. I don't think that it is in the power of the Government to prevent the French from getting bait.

[No. 98.]

Michael McEvoy, of St. Jacques, Fortune Bay, clerk, sworn, and says :

I lived in St. Pierre in 1887 and 1890. I was in the employ of Frecker, Steer & Company the last year. I had an opportunity of seeing the working of the Bait Act. Last year I observed that large quantities of bait were brought

there; chiefly from Fortune Bay last year. The average price would be about two dollars and a half per barrel. They were sometimes as low as a franc, and could not be sold at all. I know of one cargo of an American vessel having been thrown away; could get no sale for them. She brought them from Magdalen Islands.

Caplin were scarce last year; squids were abundant. The French laid in large stocks of them last fall, at an average price of one franc and three quarters per hundred. They salted them away for this year's fishing. Last year's fishery was considered fair with the French, as compared with our Newfoundland bankers. The French did rather better than our Newfoundland bankers. To all appearances they had plenty of bait, and no delay in getting it. Last spring some of them used the squid that they had stored up in the autumn—say, a third. They say they find them better bait than the salt herring. About one-third of the fleet went on the Banks and fished with sardine bait, brought from France. It was not good bait, but they used it for a short time, until they got periwinkles. Nearly all the vessels had traps for catching periwinkles, and got sufficient for bait. I heard it expressed at St. Pierre amongst the fishermen that the catching of periwinkles would injure the Bank fishery.

There seemed to be an abundance of herring brought to St. Pierre last spring, the greater part of them from Fortune Bay. The American fishermen brought the most. Our own Bank fishermen brought them there to. Four dollars per barrel was the highest price given, and two francs the lowest, and some could not be sold at all.

There were a number of Newfoundland schooners that brought over loads of herrings from Magdalen Islands this spring. There was one American whose cargo of five hundred barrels we sold at three dollars and a half per barrel. Herrings at this time were selling very low in Fortune Bay. The French did not come into Fortune Bay to get herring, as they considered the tonnage fee too high. I don't remember that there were any herrings brought from Bay St. George this spring.

On one occasion I was selling bait to one of the Bank fishing-rooms, and I asked the owner why he did not send to Fortune Bay, where herrings could be had one dollar cheaper, including the tax? He replied, he would rather pay double the price than give the Newfoundland Government the satisfaction of coming to their terms.

There was an abundance of caplin about Miquelon and Langley this summer. Squid this autumn has been scarce everywhere.

I think it would be possible to limit the supply of bait in the spring of the year to the French, by a boat stationed between Danzig Point and St. Pierre; and another boat off in a south-easterly direction from St. Pierre, to stop herring coming from Placentia Bay. Then you would want another boat at the westward of Miquelon. There is a great deal of fog there, particularly during the caplin school. I think this would be better than a coast-guard in the hauling-places.

I never heard a Frenchman say what he would be satisfied to pay as a license fee, but a dollar each time was too much. I think they would pay a dollar a ton for the season.

The Bait Act has reduced the trade with Newfoundland at least two-thirds with the St. Pierre shop-keepers. The shop-keeping classes have been injured much more than the banking merchants. The money paid now for bait is not spent in St. Pierre as it formerly was before the passing of the Bait Act.

It would not be possible to stop the bait traffic unless the Americans were limited to a very small quantity; just what they required for their own use, and it should be carefully measured. The operation of this Bait Act has been most injurious to the people of Fortune Bay. They have lost the earning of many thousand dollars. I do not think the French fishery has been the least injured by the operation of the Bait Act; and there has been nothing to justify the deprivation that it has caused the people of Fortune Bay.

[No. 99.]

Denis and Michael Burke, of St. Jacques, Fortune Bay, merchants, sworn, and say:—

We have been engaged in the fisheries of the country a number of years, and we have a full knowledge of the bait trade as it was carried on before the Bait Act came into force. It was a very beneficial trade to the people of the place. We don't think the cod-fishery would support one-third of the people. There was a large amount of money invested in seines and boats, and other gear, for this bait trade. This property has been of very little use since the enforcement of the Act. We think that those engaged in carrying out the Bait Act have done their best to carry out the law. They have not succeeded in preventing the French from getting bait, and we do not believe that two more *Fionas* with this one would do it. The last year the French have been but very little crippled. We have been in St. Pierre upon several occasions the past three years, and on every occasion the French have had plenty of bait. They were getting bait at two and three francs per barrel; on other occasions they paid more than that. They have been supplied with bait by American, Newfoundland, and Nova Scotia bankers, from the Magdalen Islands and Bay Saint George. So abundant were herrings in St. Pierre last spring—the first week in May—that half a cargo from Magdalen which could not be sold in St. Pierre were brought into Fortune Bay and stored for lobster bait.

We believe that the island of St. Pierre, and the ledges round it, are the finest places in the island of Newfoundland for jigging squids. We believe that there is nothing that the Newfoundland Government could do that would prevent the French from getting bait for their last fishery. Caplin were plentiful at Mique-

lon, Langley, and St. Pierre last year. They had always been plentiful at those places until the years 1888 and 1889, when they were scarce. Caplin were very scarce in Fortune Bay; in fact, there were none those two years. They were plentiful all along the coast this past summer.

The French were more cramped for bait the first year than they have been since. There has been a falling off in the French Bank fishery, but not as much as in our own. We do not believe that the Bait Act has had any material influence in reducing the French Bank fishery. The shop-keeping classes have lost something by the loss of the bait trade. We don't think that it is within the means of the Newfoundland Government to carry out the Bait Act so as to materially reduce the French fishery.

We do not think that the French could be induced to come in on the coast for bait. They see that they can get their bait elsewhere, and they have become pig-headed and ugly about it, and we doubt if they would come in. They came in before, when they had only light dues to pay, and it is possible that they might come in again if they were admitted on these terms. The best law we ever had was when no seines were allowed to be used from the 1st March to the 18th April, and after that date free trade. We would like to see the country go back to that same law again.

We think that the people of Fortune Bay have lost quite enough by this unsuccessful experiment. Many who were well off before are now reduced to beggary, and we think that no matter how good the intention of the Bait Act was, it has not succeeded in the object intended by its promoters.

There is an abundance of herrings, enough to supply Americans, French, Canadians, and ourselves. They are growing more plentiful every year.

[No. 100.]

**Philip Yearn, of English Harbor, Fortune Bay, trader, sworn,
and says :—**

I have been engaged a number of years in the bait trade. It was a profitable trade to the country. The cod-fishery is not sufficient to support the people. My schooner was not large enough for the Bank fishery; this fishery has been so bad the past two years that those who were at it had to give it up. Since the Bait Act was passed we have been greatly injured. I am two hundred pounds worse off to-day on account of the Bait Act. I have been in St. Pierre many times since it was put in force. The French have had an abundance of bait; last year I remember seeing about fifteen sail with herrings on board at St. Pierre, lying under Steering Island, and could not get two francs for them. American and Newfoundland bankers carried bait to the French. Last year bait was brought from Magdalen Islands; more than was wanted. I

have known John Smith to bring a load and to throw them overboard; this year there were several loads brought more than were required, and two French vessels had loads but were unable to sell them. I do not think that the law has prevented the French from getting bait. I think that it would be a very hard job to prevent the smuggling of bait to St. Pierre. The distance is short, the times are bad, and little or no fish, so people must run some risk in order to fit themselves out. I think the best for the future would be for us to go back to the old law. It would answer better to give the French licenses for a small fee to come in on the coast to buy bait; then every poor man would have a chance.

[No. 101.]

Richard Marshall, of English Harbor, Fortune Bay, planter, sworn, and says:—

I have not been engaged in the bait trade, but I have had a good opportunity of observing its working. It was a beneficial trade to the people of Fortune Bay. The cod-fishery is not sufficient to maintain the people. The average for the summer would be about eight quintals per man. The people have been impoverished since the Bait Act was passed. For several years before the passing of the Bait Act, the French came in, and every man that had a net did well. A man with a couple of nets would earn from twelve to fifteen pounds.

Since the Bait Act was put in operation, it has not been efficiently carried out, nor do I think it can be; there are too many loopholes. The two past seasons the Americans have carried large quantities of bait to St. Pierre. I do not know how they managed to get such large quantities of bait, unless it was the fault of the officers. From this year's experience, I don't think, unless the people help the Government, that we shall ever prevent the carrying of bait to St. Pierre. The people are one and all opposed to the Bait Act. I don't think it possible for two steamers to prevent the carrying of bait, nor for four. Our own bankers have also taken herrings to St. Pierre. Many of them fitted out early with the pretence of going to the Banks, and have carried their bait to St. Pierre. They would be gone four or five days, and go back for another stock of bait. I think that all the money put in this bait protection service has been money wasted. The French have got all the bait they wanted. They have not killed as much fish this year, owing to the scarcity of fish on the Banks. Our own bankers have found it scarce, and have not done as well as the Frenchmen. I think that French and Americans would be content to pay one dollar per ton per year license fee, and, if it could be done, all foreigners should be compelled to come in and buy their bait, if they so desired.

The general opinion here is that no seines should be allowed to be used under any circumstances from 1st March to 1st May. Let all the herrings be

caught in nets; then all would have a chance. This would avoid the waste of herrings which has taken place in the past in carrying them to St. Pierre, and it would always ensure a paying price for the herrings. The money, in payment for bait, would be left in the Bay, and there would not be so much smuggling from St. Pierre.

Barring herring in the spring of the year is very injurious, but it is necessary to bar them in the winter. They can only haul herrings in mild weather, and must keep them alive in their seines until they get sufficient frost to freeze them. If they were obliged to take them out of the seines in mild weather, they wouldn't keep, and they would be forced to throw them away.

I have been present and heard the above statement, and concur with its contents—JOSEPH PENNEY.

[No. 102.]

Philip Hubert, of Harbor Briton, Fortune Bay, Justice of the Peace, sworn, and says :—

I have been more or less connected with the Bait Act since its inception. The first year I was on board the *Greyhound* for a short time, assisting in carrying out the Act. There were four steamers employed at that time, namely: *Greyhound*, *Glover*, *Hercules* and *Favorite*. Judge Prowse had charge at the time. None of the steamers were suitable for the work; they were too slow. The bait was carried to St. Pierre (notwithstanding the steamers) in sufficient quantities, with what was brought from the Magdalen Islands, to supply the French, as I learned afterwards. They were carried in small quantities by our own vessels, and in larger quantities by Americans. For the first few days herrings were not carried to St. Pierre as plentifully as the French expected, and quite a large fleet left for St. George's Bay.

The Coasts Fisheries Act was in force, and the people had not been in the habit of hauling before the 18th day of April. They did not attempt to haul that spring until that date, and some fifty or sixty of them met at Bay-du-Nord, with the intention of defying the law. The combination was broken up; they separated and did some smuggling quietly. The service was badly performed that spring, mainly because Judge Prowse left for St. John's, leaving only Sub-Inspector Sullivan in charge of the *Hercules* and *Favorite*. The *Favorite* was no use at all, and the *Hercules* was not much better. She was so slow that she could not catch vessels, and, consequently, there were large quantities of herrings carried to St. Pierre. It was about a month from the time Judge Prowse left until Commander Robinson came on the coast.

The second year the *Fiona* was here in charge of Commander Robinson. She did her work pretty well. I think he did his duty. He seized quite a number of our Bay boats. During this time, I have reason to believe that

Americans were carrying bait to St. Pierre in large quantities. They were not interfered with. None of them were captured, as the Bait Act was imperfect, and it is doubtful if there was any authority to make seizures under the Act. There were about thirty men and about twelve vessels brought before me for violation of the Act during the second year. Two or three vessels and crews were dismissed. There were in many cases considerable difficulties in getting proper evidence to adjudicate upon. Herrings had to be measured in order to get a sufficient proof; also squid. This caused delays, as I had determined not to convict any one without ample evidence to justify a conviction. I did my best to further the work, and have been as late in the Court House as 12 o'clock at night, hearing a case. On the whole, I think that the result of the second year's operations was a failure also. During the months of May and June there was almost continuous fog, which added to the difficulties of Commander Robinson, and made it impossible for him to prevent bait being carried to St. Pierre. The steamer could not see anywhere. The fishermen kept a reckoning of where she would be, and the people seemed to be willing to run the risk of being caught. This class was engaged in carrying bait; perhaps not a large number, but they carried large quantities of herring. There was another class that carried bait under the pretence of going fishing, and almost every American and Canadian took more bait than they required, and sold the surplus at St. Pierre. This they did during the operation of the Bait Act for the three years. These facts are generally believed by the people here, and I believe them to be true. I have had every opportunity of making enquiry and informing myself on the subject, and I have done so.

This present season they worked under a different system, by placing boats' crews at the different hauling coves. These shore crews proved a failure. Some of the men did not do their duty. The result was, notwithstanding these shore crews, that an enormous quantity of herring was carried out of the Bay.

I was engaged for several years in carrying out the old Act for the protection of bait. I was fairly successful in that duty, because the people were with me; but almost all of the people are opposed to this Act, and render no assistance in carrying it out; and, in my opinion, no matter who is put in charge to carry that Act out, in the future he will be no more successful than those who have had charge in the past. The facilities for obtaining bait on such an extensive coast—from Trepassey to St. George's Bay—are so great, that it is not in the power of the Government, with the means at their disposal, to carry out the Act, and to prevent the French from obtaining bait. They can also get quantities of bait from the Magdalen Islands, where they can sometimes buy herrings for sixpence per barrel. There was a cargo of squids brought from Cape Breton to St. Pierre about the 6th or 7th of June this year. There were also several cargoes of herring brought from Magdalen Islands and other places, and for which they could not get sale. The object of the Act is undoubtedly good, if it were practicable to carry it out, but the experience of three years has satisfied me that it is impracticable.

I think a good plan would be to prohibit the use of seines from the 1st March to the 7th May. This would give the poor man, with his net, an equal chance with the rich, and would be a more equitable distribution; and I would recommend a moderate license fee of one dollar and a half per ton for the season. All foreigners should be permitted to come in and buy their bait on these terms. I disapprove of barring herrings during the spring and summer seasons. It is necessary to allow herrings to be barred in the winter time, on account of the frost. The herrings are hauled in mild weather, and ought to be kept alive in the seines until the weather is cold enough to freeze them. I am of opinion that no matter how the law is fixed, that, without a steamer, there would be smuggling to St. Pierre. I think, in order to prevent barring, that a sailing schooner should be employed in each Bay during the month of May.

[No. 103.]

**Henry T. Holman, J. P., of Harbor Briton, Fortune Bay,
sworn, and says:—**

I am agent at Harbor Briton for Messrs. Newman & Co., and during the past three years I have had an opportunity of observing the working of the Bait Act; right in the midst of it. The Act has not been effectually enforced during the past three years. As far as I can see or hear, the French have had enough bait; it has been carried to them by American, Canadian, Nova Scotia and Newfoundland fishermen. They have also had a lot of bait from Magdalen Islands, Cape Breton and the French Shore.

With these facilities for getting bait, it would be impossible to prevent the French from getting it, unless an agreement were made with Canada and the United States, that they would not smuggle bait to St. Pierre or sell it to their bankers. While the present facilities exist for the Americans and Canadians to supply bait, our Newfoundland fishermen are sure to violate the law, and have their share of it.

The people of Fortune Bay who have been engaged in the bait trade have lost heavily by the operation of the Bait Act, and have not caught any more fish.

Our cash business is small, but we have found a decrease since the Act was enforced.

The cod-fishery in Fortune Bay is not sufficient to maintain the people. Nine out of ten of the fishermen are not able to pay their way by fishing in Fortune Bay. There has been a considerable falling off all round in the cod-fishery; not more than half as much caught as there was twenty years ago.

We have been engaged in the Bank fishery for about six years. I have found a falling off; for a vessel (a brig) with twenty-three hands and ten dories,

the catch has gradually declined from two thousand quintals the first year, to five hundred the present season. I think this fishery will have to be abandoned by a great many. I attribute this scarcity of fish on the Banks partly to Americans fishing in deep water.

There has been a falling off in the French catch; I think quite as much with them as ourselves. I doubt whether the periwinkle fishery has amounted to as much as the French have tried to make out. They are much more careful in preparing their hooks; they use a variety of bait, and they preserve it more carefully than we do, particularly squids. I do not believe that the French have been inconvenienced during the last three years for the want of bait; no doubt it has cost them more in some instances, by having to go further to look for it, and there has been in some cases more delay, especially the first year of the Act; the last two years they have been better provided. Last year there was no caplin on this coast, worth speaking of, for anyone. This year the French had an abundance of caplin at Miquelon; they allowed our fishermen to go there and take what they pleased. Last year and this year there has been an abundance of squid at St. Pierre.

The general feeling of the people in the Bay is in opposition to the Bait Act. There are others who believe that it would be a great thing for the country in raising the price of fish in foreign markets if the Act could be effectively enforced. I do not think it possible to enforce the Bait Act while the people are so strongly opposed to it. This last season there were large means used to prevent the traffic, by the employment of steamers, schooners and dory crews, stationed at the different hauling-places, and yet they were not successful; probably, for one that was caught, thirty escaped.

I think a moderate license fee should be imposed upon the Americans and French, and a prohibition of the use of seines (except for our own bankers) from the 1st March. In fact, the whole affair is so surrounded with difficulties, I do not know what is to be done. I think that it would be very unwise, with the present arrangement, for the Government to spend any more money. I think there was a great deal of cod-fish lost during August and September, by the operation of this Bait Act. Boats fit out for fishing on St. Peter's Banks and the Eastern Shore, but spend their time in catching squid to sell to the French; in many instances they lose their time, and miss both cod-fish and squid.

[No. 104.]

Henry Camp, of Pushtrough, Fortune Bay, Collector in Her Majesty's Customs, sworn, and says:—

I have been living here in the district of Fortune Bay for fifty-six years, and I am well acquainted with the trade and fisheries. I don't think that the cod-fishery alone is sufficient to support the people of Fortune Bay.

The bait trade was a beneficial business for the people. The Bait Act has been the means of impoverishing the people. It has not been the means of preventing the French from getting bait, and never will be, in my opinion. I don't think that the means at the disposal of the Government are sufficient to prevent the French from obtaining bait. I doubt that those engaged in carrying out the Act were at all successful. This past season the crews on shore proved an utter failure. There were thirteen coast-guards engaged in this vicinity. They did nothing. There were three in uniform—not special constables—and the other ten, special. I know that they did not prevent the hauling of herring and carrying them to St. Pierre. We could not see that the men exerted themselves at all to carry out the law. I look upon the Bait Act as an utter failure.

The French Bank fishery is a great national institution—a nursery for their seamen—and they won't be put down. They are sure to get bait somewhere if we don't supply them, and I think we ought to allow them, and Americans also, free trade to purchase bait on the payment of a moderate license fee of one dollar per ton for the season. We have only the herrings under our control. Caplin and squids are abundant at St. Pierre and Miquelon. When there are no squids at St. Pierre and Miquelon, you need not look for them on our south-west coast.

The Bank fishery is a failing fishery. It is not as good this year as it was last. The French have done about as well as our own fishermen. There is a new feature in the Bank fishery this year; that is, the deep-water Bank fishery. The French and Americans, and a very few of the English, have been fishing in from ninety to one hundred and ten fathoms of water. Those who have fished there have found the fish more plentiful. The French use the periwinkle bait, and when they will have exhausted that, the fishery will be destroyed.

I should like to see both cod-seines and herring-seines abolished; then every poor man would have a chance of making a living. I think that if seines are tolerated they should be made a source of revenue, and a license fee should be charged for their use. If carrying bait to St. Pierre is allowed, every boat engaged in the trade should be obliged to pay his light dues, whether she be registered or not.

[No. 105.]

Thomas Ingraham, of Hermitage Bay, fisherman, sworn, and says:—

I have been a fisherman here all my life, and I have noticed that the cod-fishery has been failing every year. The seines destroy a great many herring, and I should like to see the use of them abolished; also the barring of herring done away with. If no seines were used, I would not object to the French coming in and buying herrings out of the nets, which would be fair to every poor man.

[No. 106.]

Aquilla Francis, of Hermitage Cove, Hermitage Bay, planter, sworn, and says :—

I have been living at Hermitage Cove thirty-three years. I have been trading and carrying on the fishery. The fishery has not been as good in this Bay as it formerly was; bait has been very scarce in Hermitage Bay. I have not been engaged in carrying bait to St. Pierre for a number of years, but I have observed that the use of seines in this Bay has been gradually lessening the quantity of herrings caught. I should like to see the use of seines done away with. I have also observed that the barring of herring is most injurious. I have seen them barred for three weeks, the herring being mixed, large and small together. I have seen them throw away twenty barrels to get five; this conduct has made herrings very scarce in this Bay, and has damaged the cod-fishery, as fishermen have to go for days and days without any herrings for bait. I know that last year some hundreds of barrels were carried from Fouchas and Dragon to St. Pierre; and because of the hauling of these herring my fishermen were three weeks without bait. The reports about here are, that those who attended to the protection of the bait did not do it well. We think we had a better price for our fish since the Bait Act has been in force. My opinion is that if the bait is allowed to go on, the people of Hermitage Bay will be starving and have to go to the Government for relief.

I should like to see the Bait Act continued, and the barring of herring done away with.

Until the last three years there used to be hundreds of thousands of barrels of herrings thrown overboard, from Green Island, going in the Bay.

I would like to see the French (if they bought bait) compelled to come in and buy it, caught in nets by the poor fishermen, and no seines allowed; then every poor man would have a chance; there would be no waste and destruction of herring as there has been. See how many there are in Fortune Bay who have been made gentlemen by the use of seines, whilst the poor men have been starving.

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[No. 107.]**Edward Gallop, of Hermitage Bay, agent for Messrs. Newman & Co., sworn, and says :—**

I have been living many years in this Bay, and am well acquainted with the fisheries. The decline in the cod-fishery has been great in this Bay, and bait is very scarce. This year caplin appeared in the Bay, the first time for many years. At some seasons of the year there were considerable quantities of herrings. There was an enormous waste of bait previous to the passing of

the Bait Act. There were such large quantities thrown overboard between St. Pierre and the Bays that I believe it did a great injury to the cod-fishery, besides the great waste of bait fishes. I am strongly of opinion that the bait traffic, as carried on the past years with St. Pierre, should not be tolerated by the Government, if they have it in their power to prevent it. I estimate that probably four hundred vessels were engaged in the bait traffic with St. Pierre before the passing of the Bait Act. The competition was so great, and the supply so much in excess of the demand, that not more than fifty of them made money, and probably another fifty cleared their way, and the rest lost money.

I don't think it would be advantageous to allow the French to come in to the shore to get bait. I don't think it possible for the Government to prevent the French from getting bait within Trepassey and St. George's Bays. While good prices are obtainable, the people will carry bait to the French, and run all risk. I know that the Bank fishery is a failing fishery for our English fishermen, but I am not in a position to say as to whether it is with the French. I think it a matter of great importance to prevent the barring of herring, and that the Act providing against the barring of herring should be enforced. From my experience, neither the people of Fortune or Hermitage Bay can make a living out of the cod-fishery alone. If the herring were sold at good prices, the people would benefit by it; but the way it has been, the people have given their labour for nothing. If the French could only be induced to reduce the bounty off their fish, that would be a fair equivalent for us to allow them to purchase bait. I mean that in my previous statement the people could not make a living by catching codfish in Fortune and Hermitage Bays. Those that have schooners could do as well in catching codfish in the Gulf and outside of the Bay as they could in any other employment.

[No. 108.]

Richard Bradshaw, of Gaultois, in Fortune Bay, collector in Her Majesty's Customs, sworn, and says :—

I have been living here a number of years, and have had an opportunity of observing the fisheries. The cod-fishery has been failing very much on the shore since I have been here. It is not sufficient to make a comfortable living for the people; they scarcely exist. Bait fishes are not scarcer. Squid are more plentiful the last few seasons. I have had an opportunity of observing the operation of the Bait Act. A few who were interested in it living at Ship Cove quietly backed out and never put out their seines. I think the French got plenty of bait for the past three years. They are not purchasing bait this fall, thinking that it will be done away with. I do not think it possible for the Government, with the means at their disposal, to prevent the French from getting bait.

I think if terms could be arranged for them to pay a small license fee, and come in on the coast and buy bait, it would be far more advantageous for all parties.

In my opinion barring herring in the summer time ought to be prohibited. It would be better for the poorer class of people if seines were abolished, and all allowed to fish with nets. This would benefit the poor fishermen. I cannot suggest any improvement for enforcing the Bait Act that would be better than in the past.

[No. 109.]

Michael Vavasseur, of Big St. Lawrence, collector in Her Majesty's Customs, sworn, and says :—

I have had an opportunity of observing the operation of the Bait Act the past three years. It has, to a certain extent, been the means of preventing the French from getting bait. I don't think they got all the bait they wanted. The first year caplin were in for about a fortnight; the second year they were in for two days. This present season they were abundant. I don't think the first year that there was much bait smuggled from this vicinity to St. Pierre. The second year there was considerably more smuggled. This present year there was a great deal smuggled, and especially the latter part, chiefly squid. There was a coast-guard stationed the first and second year, and the present year there was a larger coast-guard than the two previous years. This coast-guard was not able to prevent them from smuggling the bait. The *Hercules* and *Fiona* used to meet here often. I think, with the means at the disposal of the Government, that it is impossible to prevent the smuggling of bait to the French. The bait trade, on the whole, was a beneficial business to the people. I have no interest in the bait trade, or in any trade. I think to charge a dollar per ton for the season for all foreign vessels would be best, and more to the interest of the country than to attempt to carry out the Bait Act. There is not a person living in St. Lawrence in favor of the Bait Act. All here would be in favor of charging a moderate license and allowing foreigners to come in and buy their bait. I have been talking to men who have fished out of French vessels. Many of them have done poorly, but the large vessels that remained all the time on the Banks and fished with periwinkle bait have done very well. This was owing to scarcity of fish. They did not complain of any scarcity of bait.

[No. 110.]

Denis Gorman, of Burin, trader, sworn and says :—

I have been living here a number of years and am acquainted with the fisheries of the country. The bait trade was beneficial to the people on this coast. It was beneficial to the people of Fortune Bay and the north side of

Placentia Bay, and a decided benefit to the people of Burin. There was no Bank fishery until lately, and that, to some extent, has taken its place. A great many of the people were supported by the bait trade. I think that the Bait Act has been a decided damage to the people on this coast. Those engaged in carrying out the Act did as well as they could, and I think it an utter impossibility to carry it out. Even if the bait-traffic were stopped, they could get bait from the Magdalen Islands, Cape Breton, and elsewhere; and even if it were possible to carry it out, I can't see how it would be beneficial to our people. I don't know how it can be possible, with the means at the disposal of the Government, to carry out the Bait Act. The great mass of the people are opposed to it, and especially the people of small means. They feel the loss of the trade very much. In my opinion, we ought to go back to the old law, and I would have no objection to a small license fee of a dollar per ton once a year. This would be a very reasonable license fee. The French have had sufficient bait the past three years, both fresh and salt; but they have been somewhat inconvenienced in not getting bait as early as usual. The shop-keepers at St. Pierre have suffered more by the Bait Act than the bankers. I know two or three shop-keepers who fitted out bankers from St. Pierre. They did this because the profits of their stores were gone, and they should do it or leave the place. The French have had a middling voyage—near about an average voyage. Some of the large vessels have done very well. A captain of an American fishing vessel at St. Pierre told me that he was fishing alongside of two French vessels at the eastern end of the Banks. They were loading their decks every day with fish caught on periwinkle, whilst he could catch no fish on caplin bait.

I think that the French will get on with the Bait Act, if we continue to enforce it, and that it will be an injury to ourselves and not to them. I have no personal interest in the matter, either one way or the other, and I consider it a waste of the public moneys to try and enforce the Act, for our people will smuggle it there whilst a good price can be obtained for bait, and run the risk of being caught.

[No. III.]

Joseph Gear, chief engineer of the S.S. "Fiona," sworn, and says:—

I have been chief engineer in charge of the engines of the S.S. *Fiona* this season. The engines have worked fairly well during the summer. They have made nearly eight million revolutions since we started on the service the seventh of April last. She has gone fifteen thousand five hundred miles now. While on the bait protection service, she was kept on the go all the time. The engines were only stopped on my account on two occasions; each occasion I

blew out the boiler for a change of water. We have managed to keep the engines up without any delay, but they now require a thorough overhauling. Seven months is pretty hard running on an engine without any overhauling more than we could do in spare hours.

[No. 112.]

**THE NEWFOUNDLAND QUESTION AND THE COUNCIL-GENERAL
OF ST. PIERRE AND MIQUELON.**

M. Dupont, President of the Council-General of St. Pierre and Miquelon, has just addressed the following letter to the Minister of Commerce, Industry, and the Colonies:—

SAINT PIERRE, July 23rd, 1890.

MONSIEUR LE MINISTRE,—

In accordance with the decision of the Council-General of the 23rd June last, I have the honour to forward you herewith an extract from its deliberations, containing the resolution passed during the said day's sitting:—

"That the rights of France on the French Shore be maintained (*conserves*), so that in years of scarcity our fishermen may be able to go there and obtain supplies of herring and caplin, as no compensation could ever replace them."

The author of the proposition, which led the Council-General to pass this resolution, said that the French Shore was necessary to our fishermen in years of scarcity. He might have added that it will be always indispensable to them; that it is their sole guarantee; the only thing which ensures that, no matter what laws the St. John's Parliament may pass, their fishery shall not be completely stopped.

You know what has caused this scarcity of late years, and what must cause it again in coming years: the Bait Act, or law, prohibiting the export from the harbors on the English territory in Newfoundland of all bait having St. Pierre and Miquelon for destination.

Our vessels felt the effect of this law, which especially inconvenienced the French in 1888; and if on the French Shore bait, the most needful thing for the prosecution of their industry, the thing which they could not do without, had been lacking, our ship-owners must have needs left their vessels idle. Fortunately they were not reduced to this extremity, as, however numerous, they were able to obtain supplies at St. George's Bay and the other ports of the east and west coast, and so were enabled to pursue their operations as in preceding years.

The difficulty of procuring bait naturally led the fishermen to seek means unemployed till then. Now, experience had taught, during the season of 1888, that squid, even salted for a certain time, might be used with success, and many of our ship-owners had laid in supplies in October and November, so that the number of vessels which went to the Gulf was materially inferior to that of the previous year. In June, however, it was different; the absolute lack of caplin on the coast of St. Pierre and Miquelon compelled many vessels to undertake the voyage to the French Shore.

The season of 1890 opened under more favourable conditions than 1888 and 1889. In addition to the salted squids, large quantities of herrings were imported by the English, who evaded the cruiser chartered (*notise*) by the Colonial Government of Newfoundland, so that there was no scarcity of bait for the first trip, and the greater part of the fleet were able to dispense with the long voyage to the west coast. Besides this, caplin, which for several years had abandoned the waters of the colony, came in great quantities to Langley and Miquelon in June, rendering the voyage to Newfoundland (east or west coast) needless for all the vessels at St. Pierre. However, that place (Newfoundland coast) was not completely deserted in 1890, and a number of fishermen went there to obtain the bait they needed.

Although these fortunate events permitted our fishermen in 1890 to dispense with the trip to the east or west of Newfoundland, we must not conclude that it will be always thus, for there is no assurance that similar circumstances will occur again. The thing is possible, but not at all certain, for, though there may be abundance, there may also be great scarcity of squid at the end of the present season, and an equal scarcity of caplin at St. Pierre in June and July, 1891. This has occurred so many times, we should be always prepared for it, and act accordingly. Those who trust too much to chance would be very imprudent, and would expose themselves to great deceptions.

There is only one thing on which we can definitely rely—the French Shore. If squid is wanting at St. Pierre in October and November next, it is to the east and west coast that our ship-owners (who, by-the-by, have no choice) will send their vessels in May, 1891, to bait with herring. In the same way they will send them there in June to obtain caplin, if that fish does not come in to Miquelon.

Possessing the French Shore, we have nothing to fear. If we lose it, all will be uncertainty; we should never know whether we should be able to obtain sufficient bait, and should be continually in fear that, at any moment, we should be obliged to stop. In this fishery, in fact, everything is subordinate to bait. Without the surety of finding it at a certain place and time, it is impossible to risk money in vessels, whose cost is rarely under 30,000 francs, often reaching 70,000 francs. The most tenacious could not continue long.

To retain the French Shore is an absolute necessity no one can deny. That is the only means of maintaining our great fishery. The advantages offered by

St. Pierre, joined to the use on the Banks of traps for taking periwinkles, which are utilized for bait, certainly help our fishermen at present, but not to such an extent as to enable them to dispense with recourse to the ports of Newfoundland. And is there not reason to fear the complete destruction of these shell-fish at a time not far distant?

Another reason why France should keep what she possesses is that, if she yielded it, the English would certainly haste to take measures which would drive our sailors from the Banks of Newfoundland; and, to do this, they would only need to re-establish the Bait Act on its first footing. Deprived of the indispensable thing, bait, our great cod-fishery will soon be over—it will have lived—and the disappearance from the waters of North America of our national colours will not long cease to be a *fait accompli*.

The colony of St. Pierre and Miquelon, it is almost needless to say, too weak to sustain the conflict, since all its commerce depends on this fishery, and that it exists only by means of it, would soon be only a memory.

Such would be the evil consequences of France's renunciation of her rights in Newfoundland.

Men who ignore these disastrous results have spoken of compensation. I do not know what they might accord us, but I am quite sure that nothing could give us what we hold at present—the guarantee of being able to continue the exercise of our industry with chance of success.

It has also been said that the French Shore is not of much importance with regard to its fisheries of cod and lobster. Possibly; but with regard to the Bank fishery, it is of importance, inasmuch as the existence of the latter depends entirely upon it. Where shall we get bait when the English, already masters of the rest, shall have obtained possession of it? I ask those who speak of compensation.

To abandon the French Shore to them will be to determine the end of our fishery, to condemn the French sailors to abstain from frequenting the seas, where for two centuries the maritime populations of the Atlantic coasts have found bread for their families, to plunge into misery people worthy of the greatest consideration, and to ruin those who have embarked their fortune in the Bank fishery.

This is what the English Newfoundlanders want, we know. The French Shore is of little importance to them; the more so, that they act already as though they were in full possession of it. Their real aim is to drive us from the Banks.

No more French Shore means no more bait, and, consequently, no more fish for the French on the Banks; in a word, no fish anywhere, unless it is around the rocks of St. Pierre and Miquelon. This is the state to which we should be reduced.

DUPONT.

[No. 113.]

BORDEAUX.

"From a Consular report about the Bordeaux market for dried fish, we reprint the following particulars: The total import of 1889 fishing amounted to 181 cargoes, containing 22,442,872 kilograms (440,844 quintals) of which 39 cargoes were Iceland fish, weighing 3,252,872 kilograms. These figures show an increase of about 300,000 kilograms, as compared with the previous year. The total export of dried fish from Bordeaux during 1889 amounted to 9,857,241 kilograms, of which were exported to—say:

Spain	6,683,003 kilograms	.....	131,264 quintals.
Italy	2,130,780 "	.....	41,855 "
Portugal	287,310 "	.....	5,644 "
Other countries.....	808,148 "	.....	15,871 "

The export was 1,200,000 kilograms smaller than that of 1888. Prices were, up to the middle of January, 25f. for arriving goods, but declined then to 24f. 50c. to 24f. Weather being unfavorable for storing, exporters have to put up with variable and probably unprofitable prices."—*Extract from "Fish Trades Gazette," Feb. 22nd, 1890.*

[No. 114.]

**Financial Secretary's Detailed Statement of Expenditure on
account of Bait Service Act, year ended Dec. 31, 1888.**

1888.		
March 7.	To M. Monroe, 4 suits oil-clothes	\$10 60
	M. Monroe, 5 do	11 50
	M. Monroe, 1 long oil-coat	4 50
		<hr/>
		26 60
12.	To James Baird, groceries per D. W. Prowse	33 00
	Constable Morey, expenses at Bay Bulls	1 20
20.	To M. Monroe, 8 sou'-westers	4 80
		<hr/>
		39 00
April 9.	To Railway Company, tickets	3 80
13.	To S. S. <i>Hercules</i> and owners, per M. Tobin, on account contract	2,400 00
20.	To S. S. <i>Curlew</i> and owners, 6 con- stables St. John's to Burin	15 00
21.	To S. S. <i>Lady Glover</i> , per G. Makinson	2,500 00
28.	To S. S. <i>Curlew</i> and owners, conveying constables	5 00
	Constable Shave, 8 days' board	2 08
	Constable Fennan, ditto (route to Fortune Bay)	2 08
		<hr/>
		9 16
May 9.	To S. S. <i>Hercules</i> , per Tobin, 1 months' service	2,400 00
12.	To <i>Evening Mercury</i> , advertising ten- ders for steamers	8 75
16.	To S. S. <i>Lady Glover</i> , per Geo. Makin- son, employed on service	2,400 00
19.	To M. Fencelon & Co., sundries, sta- tionery	11 23
	S. S. <i>Curlew</i> and owners, passages of 3 constables	12 00
	Constable Brennan, board and lodg- ing	4 50
	Constable Kent, board and lodging	4 75
		<hr/>
		32 48
	<i>Forwarded</i>	<hr/>
		\$9,834 79

Financial Secretary's Detailed Statement—(Continued.)

1888.	<i>Amount brought forward</i>	\$9,834 79
May 19.	To J. F. Chisholm, 2 diaries for Judge Prowse	2 20
May 31.	To Commander Robinson, on account services	100 00
	Police board, Thos. Walsh, 15 days	5 80
	William Shave, 10 days	3 20
	John Penn, 5 days	1 60
June 2.	To Geo. Luscombe, 3 kegs and 6 tubs, per S. S. <i>Lady Glover</i>	9 90
	A. M. McKay, 1 months' subsidy for S. S. <i>Favorite</i>	20 50
	6. To John Shambler, per Com. Robinson, awnings, sails	1,500 00
	Bowring Brothers, 1 whale boat and 22 oars, per Judge Prowse	74 10
	Emanuel Pike, acting as pilot on board S. S. <i>Lady Glover</i> , 61 days, March 12 to May 12, 1888	137 00
	8. To McCoubrey & Clouston, tin boxes, boilers, buckets, toilet cans	211 10
	11. To Railway Company, 3 tickets to Harbor Grace	41 01
	Railway Company, 2 tickets to Harbor Grace	5 10
	15. To boarding Constable Aspel 8 days ..	3 40
	S. S. <i>Hercules</i> , per M. Tobin, subsidy	2 56
	S. S. <i>Favorite</i> and owners, 25 days' hire, from 16th May, at noon, till June 10th, at noon	52 07
	Samuel Gear, bunting and painting, and making 4 flags for <i>Glover</i> and <i>Hercules</i>	2,400 00
	<i>Forwarded</i>	1,250 00
		50 18
		<u>\$15,542 84</u>

Financial Secretary's Detailed Statement—(Continued.)

<i>Amount brought forward.....</i>		\$15,542 84
1888.		
June 16.	To P. J. Kelly, 10 suits serge for constables employed on service.....	145 00
	P. Hubert, sundry expenses.....	13 05
18.	To Jas. Power, pilot in S. S. <i>Hercules</i> for 3 months.....	150 00
22.	To S. S. <i>Greyhound</i> and owners, 21 days' service, 15th April to May 7.	1,470 00
	21 days for Mr. Hubert.....	31 50
	21 days for 3 constables.....	63 00
		1,872 55
25.	To <i>Hercules</i> and owners, board of 3 men, 8th March to June 4—267 days at \$1 per day.....	267 00
	<i>Hercules</i> and owners, board of 3 men from 12th March to June 4—255 days at \$1 per day.....	255 00
	And board Sub-Inspector Sullivan, 89 days at \$1.50 per day.....	133 50
		655 50
	Judge Prowse, payment in full for his claim on account services and expenses incurred.....	500 00
30.	To Constable Moss, 9 days' board....	2 88
	C. Macpherson, on messages from Judge Prowse, Harbor Breton ..	4 30
	Goodfellow & Co., waterproof coat for Head-constable O'Reilly	3 50
		10 68
	Commander Robinson, on account wages of 5 boatmen, 1st month..	120 00
July —	To George Makinson, on account S. S. <i>Lady Glover</i>	2,400 00
	M. Rouse, stationery.....	7 36
	M. Fenelon & Co.....	1 00
	<i>Curlew</i> and owners, return passage Sergeant Lacey	7 00
	<i>Forwarded</i>	\$15 36 21,101 57

Financial Secretary's Detailed Statement—(Continued.)

<i>Amount brought forward</i>		\$15 36 21,101 57
1888.		
July 21. To Andrew Collins, pilot, from June 9 to July 19, 40 days, board <i>Lady Glover</i>	72 00	
Captain Robinson	50 00	
E. Harding	12 00	
Volunteer and owners, cabin passage of Andrew Collins to Grand Bank	5 00	
		154 36
Aug. 4. To Patrick Walsh, pilot, <i>Ingraham</i>	8 00	
G. S. Milligan, sundries	10 80	
8. To John Collins, special constable	4 00	
Mudge, wages	12 00	
Sparrow, wages	12 00	
Cain, wages	12 00	
Constable Sparks, arrest Captain Lewis, breach of Bait Act	9 00	
		67 80
10. To Isaac Jansen, pilot	39 80	
Ditto ditto	28 50	
John Harris, special constable	4 00	
		72 30
18. To P. Hubert, sundry expenses	19 94	
P. Hubert, services on board S. S. <i>Greyhound</i>	96 90	
		116 84
P. Walsh, pilot, on account advance		40 00
M. Sparrow, per Comd'r. Robinson, advances	12 00	
Baird Bros., 1 suit oil-clothes	2 50	
P. Hubert, per H.M. Customs, short paid on warrant, 431	20 00	
		34 50
Commander Robinson, 3 mos' service as Sup't. Bait Protection Service.		600 00
29. To Wm. B. Payne, cash advanced and stores per Commander Robinson.	75 39	
<i>Forwarded</i>	\$75 39	22,187 37

Financial Secretary's Detailed Statement—(Continued.)

1888.	<i>Amount brought forward</i>	\$75 39	22,187 37
Aug. 29.	To Matthew Marshall, for hire of craft at Burin	48 00	
			123 39
31.	To Screw Tug Co., on account hire of S.S. <i>Ingraham</i>		4,000 00
	J. W. Sodero, telegraph messages, from March 15th to July.....	57 63	
	P. Mahoney, repairing and altering whale boat, per Com. Robinson..	20 00	
			77 63
Sept'r. 1.	To Captain Robinson, to pay off men, balances	429 60	
	Capt. Robinson, bills furnished for boatmen.....	14 40	
			444 00
	Captain Robinson, advances to E. Harding		12 00
3.	To Sarah Hearn, lodging for constable Carew, 65 days	48 75	
	Constable serg't. Cleary and party, 4 days.....	16 00	
	Six constables, 29 days.....	23 80	
	Constable Flynn, expenses, board, & lodging, 14 days	7 00	
	Hire of boat, 14 days	7 00	
			102 55
	Mrs. Mary Walsh, board and lodg- ing of constable Power, 23 days.	16 10	
	Samuel Collins, diet for crews of French vessel.....	5 00	
18.	To Sub-Inspector Sullivan, on account of incidentals	50 00	
	Dr. Smith, hire of store as a place of lodging a party of men in ser- vice on <i>Ingraham</i>	8 00	
			79 10
20.	To Edward Harding, services.....		28 00
	<i>Forwarded</i>		\$27,054 04

Financial Secretary's Detailed Statement—(Continued.)

	<i>Amount brought forward</i>	\$27,054 04
1888.		
Sept. 20.	To Charles Dutot, balance of expenses.	3 30
	Chas. Dutot, services as interpreter, re masters of French vessels at Placentia	20 00
	Mrs. Rouse, for stationery	4 62
	Mrs. Rouse, memorandum book ...	1 25
		29 17
	S.S. <i>Favorite</i> , board of 6 constables, making total of 137 days, at \$1. .	137 00
29.	To Jas. Hippisley, inventory of articles belonging to and delivered up with the French Bankers	5 00
	J. W. Philips, storing goods of the French schooner <i>Amazon</i>	6 00
	Michael Weare, 5 weeks lodging and fish supplied to party	12 15
		18 15
	To Patrick Walsh, wages as pilot., Railway Co., tickets to St. John's and Harbor Grace Junction.	40 00
	John Chesseman, hire of horse for constable Cain and party	3 40
		9 20
		12 60
Oct'br 15.	To Patrick Walsh, services on <i>Ingra-</i> <i>ham</i> as pilot	28 00
	Edward Harding, boatman	8 00
	Joseph Hutchings	52 00
	Mrs. Mifflin	9 96
		61 96
	Martin Spearm	44 00
	Patrick Walsh, balance	58 50
	Judge Prowse, going to Placentia and Cape Shore to make further enquiries re French vessels, 5 days and expenses	50 00
	Witnesses	11 30
		61 30
	<i>Forwarded</i>	\$27,557 72

Financial Secretary's Detailed Statement—(Continued.)

1888.	Amount brought forward.....	\$27,557 72
Oct'r 15.	To S.S. <i>Ingraham</i> and owners.....	3,000 00
	Patrick Murphy, Lawn.	11 00
	S.S. <i>Volunteer</i> , passage of constable Wheeler to Great Jervis from St. Lawrence.....	2 00
	R. W. Bonnell, lodging, and cook- ing for three men, 5 weeks and 4 days, at Lamaline..	12 56
Novr. 29.	To John Smith, owner of schr. <i>Gazelle</i> , 21 days services, viz: from 10th Oct. to 1st Nov., 10 days, at \$15.	150 00
	ditto ditto 11 days, at \$10.	110 00
		260 00
	Albert Newhook, 8 days board of Thomas Walsh.....	5 60
	Albert Newhook, 13 days board of Sergeant Oliphant.....	9 10
	Act'g sergt. Cleary, 24 lbs. mutton.	3 40
		18 10
	J. & W. Stewart, oil clothes, per Judge Prowse	21 15
26.	To <i>Lady Glover</i> and owners, balance for hire of steamer, from March 7 to July 31st, 4 months and 17 dys	3,751 02
	— Hallet, board and lodging of constable J. Power, 15 days.....	8 57
	Hannah Payne, cooking for party of men at Burin	8 00
	Edward Pike, board and lodging of constables	23 10
	S. S. <i>Volunteer</i> , 2 cabin passages from St. Lawrence.....	10 50
		50 17
July.	To Judge Prowse, payments made of sundry bills, passages & telegrams	19 80
August.	To Myler, Bros., block and hooks.....	5 40
	<i>Volunteer</i> & owners, passage 12 con- stables from Burin to St. John's..	36 00
	Forwarded.....	\$36,744 92

Financial Secretary's Detailed Statement—(Continued.)

1888.	Amount brought forward.....		\$34,744 92
Sept'r.	To Robert Thorburn, cable message to Capt. Robinson, 12 words.....		3 00
	J. & W. Stewart, provisions.....	59 20	
	J. & W. Stewart, ditto	13 86	
			73 06
Nov. 12.	To S.S. <i>Jugraham</i> and owners, balance of hire of steamer, 122 days, from 4th June to 4th October.....	2,760 00	
	Ditto, board bills and provisions.	1,212 27	
			3,972 27
	Constable Fahey, board and lodging, 2 days.....	1 40	
	Constable Fahey, horse hire, from Placentia to Gooseberry	8 00	
	Constable Fahey, horse hire, from Placentia to St. Bride's.....	6 00	
	Constable Fahey, stabling	3 90	
			19 30
	John Paul, goods had by Comand'r Robinson, cooking utensils, &c..		33 73
Dec'r. 1.	To Jacob Simms, pilotage, 20 days, (<i>Greyhound</i>)		20 00
4.	To Dr. Carey, for telegrams, 93 cents; Constable executing warrant re Nickerson, \$2.20.....	3 13	
12.	To Coastal Steam Co., passages to St. Lawrence.....	10 50	
	Bowring, Bros., 1 sheet metal ...	1 62	
			15 25
19.	To Jas. Baird, blanket and rugs.....	19 90	
22.	To William Collins, 10 days service, schooner <i>Barbara Hicks</i>	100 00	
	J. & W. Stewart	100 00	
	Telegram to Harbor Breton.....	00 50	
	Mrs. Rouse, stationery	5 10	
	Nfld. Furniture & Moulding Co....	11 20	
31.	To Sergt. Oliphant, board and lodging in St. John's.....	2 25	238 95
	Forwarded		\$39,120 48

Financial Secretary's Detailed Statement—(Continued.)

<i>Amount brought forward</i>		
1888.		\$39,120 48
Dec. 31. To Sergt. Oliphant, clothing lost in the schooner <i>Annie Lewis</i>	54 85	
J. L. Duchemin, blocks, &c.....	3 00	
P. Hubert, expenses.....	1 50	
P. Hubert, violation of Bait Act...	3 30	
S.S. <i>Volunteer</i> , passage of Sergeant Oliphant and constable Johnson.	7 00	
M. Connolly, 112 lbs. beef.....	13 44	
Thorburn & Tessier, jolly boat....	82 15	
		165 24
To Constable Johnson, clothing lost on board schooner <i>Annie Lewis</i>	28 60	
<i>Evening Mercury</i> , 100 copies for Canada.....	2 50	
<i>Evening Mercury</i> , 100 copies for United States.....	2 50	
Thorburn & Tessier, marine glass..	24 00	
Gregory Giovannini, groceries.....	51 07	
<i>Evening Telegram</i> , on acc't sundry sheets.....	20 00	
		128 67
This amount is transferred to Bait Protection Service, for services of Police employed in carrying out the "Bait Protection Act.".....		3,582 39
		<u>\$42,996 78</u>

(Signed,) M. T. KNIGHT,
Financial Secretary.

FINANCIAL SECRETARY'S OFFICE, }
December 31st, 1888.

Financial Secretary's Detailed Statement—(Continued.)

::: 1889. :::		
Feb. 8. To Newman & Co., hire of S. S. <i>Greyhound</i> , 17th Dec., 1888, to Jan'y 1, 1889—16 days; and Jan. 4 to 27th—24 days.....	3,200 00	
J. & W. Stewart, tea, sugar and pork had for officers in schooner.	19 84	
		3,219 84
13. To M. Monroe, dories and oars bought in 1888	65 90	
Job, Brothers & Co., rugs, &c., had in May and August, 1888	28 32	
14. To Furniture Co., mattresses.....	10 00	
Bowring Bros., nails and hammer..	2 61	
16. To J. & W. Stewart, long boat, cordage had in June, 1888.....	36 79	
		143 62
M. Monroe, sundries May and June		10 33
26. To Joseph Coady, services from Nov. 25 to Dec. 18, both inclusive—24 days at \$260 per month	208 00	
27. To S. S. <i>Curlew</i> , from 26th Jan. to Feb. 25—30 days at \$80 per day.....	2,400 00	
March 8. To Joseph Coady, provisions had in November, 1888.....	20 22	
9. To Levi and Arthur Cluet, 22 days' hire of schooner at \$8.39 per day....	184 58	
10. To Wm. T. Dewling, making 9 flags..	9 00	
12. To Ayre & Sons, sundries.....	19 98	
Ditto ditto	1 53	
Lewis Young, mate of S. S. <i>Ingram</i> , for services in 1888	10 00	
16. To Mrs. Rouse, stationery had in January, February, March	7 37	
23. To J. A. Whiteford, opera glass.....	16 50	
Railway Co., tickets for police to Placentia to await <i>Fiona</i>	3 70	
		2,880 88
Forwarded		\$6,254 67

Financial Secretary's Detailed Statement—(Continued.)

1889.	<i>Amount brought forward</i>		\$6,254 67
March 23.	To P. Murphy, 6 meals for police.....	1 80	
	S. S. <i>Curlew</i> , 16 days' service, Feb. 25th to March 13th, 1889.....	1,280 00	
	Ditto, on account board, as under:—		
	John Sullivan, 45 days, 27th Feb. to March 13.....	45 00	
	4 officials, 44 days.....	176 00	
	Sergt. O'Brien, 13 days.....	13 00	
	P. Hubert, 1 day.. :.....	1 00	
	Fleming, 1 day.....	1 00	
	Ditto, on account stores delivered by S. S. <i>Curlew</i> to schr. <i>Percy</i> ...	16 66	
			1,534 46
	Sub-Inspector Sullivan, on account incidental expenses, from May 10, 1888, to March 11, 1889.....	205 51	
	<i>Less</i> —Paid per Warrant.....\$50 00		
	Advance, per Newman & Co. 100 00		
		150 00	
			55 51
30.	To Shore crew, monthly half pay, viz:		
	No. 1, David Chaffé, March 26..	12 00	
	" 2, John Kean.....	12 00	
	" 3, Thomas Spearns.....	12 00	
	" 5, George Cummins.....	12 00	
	" 6, John Gent.....	12 00	
	" 7, Solomon Moore.....	12 00	
	" 8, Edward Harding.....	12 00	
	" 9, John Lambert.....	12 00	
			96 00
	J. H. Martin & Co., saws, files, &c.	19 15	
	R. Peace & Co., stove for cabin, and cooking stove, with fittings.....	30 50	
			49 65
	<i>Forwarded</i>		\$7,990 29

Financial Secretary's Detailed Statement—(Continued.)

1889.	<i>Amount brought forward</i>		\$7,990 29
March 30.	To Com'der. Robinson, disbursements to crew.....	163 68	
	<i>Less</i> —Received per Warrant, 21..	50 00	
	Ditto ditto 44..	100 00	
		<hr/>	
		150 00	
		<hr/>	13 68
	Harbor Briton Telegraph Office, to Dec., 1888	7 08	
	E. Sinnott, board of Constable Fitzgerald, 28 days	16 00	
	E. Sinnott, board of Constable Winslow, 12 days	6 84	
		<hr/>	29 92
April 18.	To Captain Robinson, 1 months pay...		120 00
	J. & W. Stewart, dieting John Sullivan	60 00	
	J. & W. Stewart, dieting Constable and Mr. Chambers	143 00	
26.	To James Fox, 2 dories.....	26 00	
	<i>Volunteer</i> , passage Sergeant Cleary from St. John's to Harbor Briton	8 00	
		<hr/>	237 00
	Monthly half pay, due 26th April:		
	No. 1, David Chaffe.....	12 00	
	" 2, John Keane.....	12 00	
	" 3, Thomas Spearns	12 00	
	" 5, George Cummins	12 00	
	" 6, John Gent	12 00	
	" 7, Solomon Moore.....	12 00	
	" 8, Edward Harding.....	12 00	
	" 9, John Lambert	12 00	
	" 4, Thomas Martin, amount due 26th March and paid now. Amount due April 26th, not required. }	12 00	
		<hr/>	108 00
	<i>Forwarded</i>		\$8,498 89

Financial Secretary's Detailed Statement—(Continued.)

1889.	<i>Amount brought forward</i>		\$8,498 89
April 27.	To schr. <i>Percy Roy</i> , of Belleoram, and owner, Charles Brenton, services from December 17th, 1888, to April 2nd, 1889, at \$260 per month	910 00	
	Provisions and supplies, Constable Walsh	6 39	
			916 39
May 2.	To Sub-Inspector		300 00
6.	To Joseph M. Power, Pilot of <i>Greyhound</i> , 83 days services	166 00	
	George P. Taylor, to Constable Walsh, 2 days board on the occasion of <i>Fiona</i> coaling	1 00	
			167 00
	Thomas Cluett, Belleoram, board and lodging of Constable Walsh, 94 days, at 80 cents per day	75 20	
	Railway Company, tickets for Constable Winslow from Harbor Grace Junction	2 00	
	W. S. Newhook, 4 days board of Constables Dyer and Crane while waiting the arrival of <i>Fiona</i>	2 80	
			80 00
7.	To Additional shore crew, sailing west on 29th April, per <i>Conscript</i> :		
	John Power, 1 month	24 00	
	John Rorke, $\frac{1}{2}$ month	12 00	
	B. Spearns, $\frac{1}{2}$ month	12 00	
	J. W. McCoubrey	1 00	
15.	To Railway Company, 2 tickets Sub-Inspector Sullivan and Constable Fitzsgibbon to Placentia	2 00	
18.	To Mr. M. Collins, making two flags ..	10 00	
	Mr. M. Collins, painting ditto ..	9 00	
	George Knowling's bill	3 83	
			78 83
	<i>Forwarded</i>		\$10,041 11

Financial Secretary's Detailed Statement—(Continued).

1889.	Amount brought forward.....		\$10,041 11
May 27.	To Shore crew of S.S. <i>Fiona</i> , monthly half pay, due 26th May, namely:		
	No. 1, David Chaffe.....	12 00	
	" 2, John Keane.....	12 00	
	" 3, John Spearns.....	12 00	
	" 5, George Cummins.....	12 00	
	" 6, John Gent.....	12 00	
	" 7, Solomon Moore.....	12 00	
	" 8, Edgar Harding.....	12 00	
	" 9, John Lambert.....	12 00	
		<hr/>	96 00
May 30.	To C. D. Chamlett, provisions supplied constable Geo. Forward in May...	7 70	
	Additional shore crew—		
	John Rorke, half month.....	12 00	
	John Power, half month.....	12 00	
	B. Spearn, half month.....	12 00	
		<hr/>	43 70
	John Paul, stove, &c.....	17 99	
June 8.	To Thos. Newport, advance as special constable, Fortune Bay.....	20 00	
13.	To P. Hubert, telegrams from January 16 to March 18.....	9 50	
	Newman & Co., sundries, paint, oil.	6 27	
		<hr/>	53 76
	<i>Volunteer</i> , freight, 20c.; <i>Conscript</i> , passage, \$11.50.....		11 70
20.	To Jos. M. Power, pilot <i>Lady Glover</i> .	60 00	
	Passage of additional crew, Captain English—		
	John Power.....	4 00	
	John Rorke.....	4 00	
	B. Spearns.....	4 00	
	Jas. Walsh.....	4 00	
	Railway Company, passage of Sub-Inspector Sullivan from Saint John's to Harbor Grace Junction	2 00	
		<hr/>	78 00
	Forwarded.....		\$10,324 27

Financial Secretary's Detailed Statement—(Continued.)

1889.	Amount brought forward.....		\$10,324 27
June 20.	To G. Makinson, hire <i>Lady Glover</i> ..		2,000 00
26.	To Shore crew <i>Fiona</i> —		
	Monthly half-pay, due June 26:		
	No. 1, David Chaffe.....	12 00	
	" 2, John Kean.....	12 00	
	" 3, Thomas Spearns..	12 00	
	" 5, Geo. Cummins.....	12 00	
	" 6, John Kent	12 00	
	" 7, Solomon Moore ...	12 00	
	" 8, Edgar Harding	12 00	
	" 9, John Lambert	12 00	
			96 00
	Volunteer, passage of Sgt. Chancey to Harbor Briton	3 80	
June 29.	To additional shore crew, half-pay due June 29—		
	B. Spearns.....	12 00	
	John Rorke	12 00	
	John Power	12 00	
			39 80
	M. Fenelon, stationery and knife...	8 20	
July 10.	To Wm. Bradshaw, on account cash re- ceived by Commander Robinson.	25 00	
13.	To John Candle, for house-rent in Round Harbor	11 00	
15.	To <i>Conscript</i> , passage constable Cleary, Burin to St. John's	3 00	
	Sergeant Oliphant.....	4 50	
16.	To Thomas Newport, special constable	16 00	
			67 70
20.	To Geo. Bradley, 143 days' board and lodging constable Carew, St. Law- rence, at 70c. per day	100 10	
	Emanuel Pike, board and lodging, 90 days, constable Carew.....	63 00	
27.	Michael Comerford, service as special constable on board <i>Lady Glover</i> , 83 days.....	83 00	
			246 10
	Forwarded		\$12,773 87

Financial Secretary's Detailed Statement—(Continued.)

1889.	Amount brought forward		\$12,773 87
July 31.	To Newman & Co., Kero Oil, Beef, &c.		37 22
Aug't 6.	To Philip Power, pilot, <i>Lady Glover</i> .	162 00	
	Less—Paid per Warrant 292	60 00	
		-----	102 00
	9. To J. W. Sodero, telegrams, Feb. 11th to May 25th	15 14	
	P. Hubert, telegrams, May 23rd to July 8th	5 96	
		-----	21 10
Aug. 21.	To Thomas Newport, special constable, 82 days service, at \$1. per day ..	82 00	
	Less—Paid per Warrant, 272, advance \$20		
	Ditto ditto 439, ditto \$16	36 00	
		-----	46 00
	23. To Capt. Jacob Simms, service as pilot on steamer <i>Greyhound</i>	22 00	
	Emanuel Pike, board and lodging of Constable Carew, 92 days	64 40	
	E. Pike, board, &c., Serg't. Oliphant	2 10	
Sep'tr. 2.	To J. Sullivan, Sub-Inspector, expenses incurred on board <i>Lady Glover</i> , from May 2nd to July 22nd	31 42	
		-----	119 92
	G. Makinson, in settlement of claim for provisions suppl'd to land parties		100 00
3.	To S. S. <i>Lady Glover</i> , services 84 days at \$70 per day	5,880 00	
	Less—Paid per Warrant, 292	2,000 00	
		-----	3,880 00
	S. S. <i>Lady Glover</i> , boarding officers	594 60	
	Provisions	14 65	
		-----	609 25
7.	To John Paul, flour and oars ..		18 40
11.	To A. T. Newhook, on acc't of dieting prisoners 738 days, 23 cts. pr day.	169 74	
	Dieting 5 days, while in Hr. Briton	3 50	
	Dieting, 19 days, Thomas Walsh ..	13 30	
		-----	186 54
	Forwarded		\$17,894 30

Financial Secretary's Detailed Statement—(Continued.)

<i>Amount brought forward</i>		\$17,894 30
1889.		
Sep'r. 12.	To Commander Robinson, cash acc't, <i>re</i> advance	200 97
	Commander Robinson, ditto	419 36
		<hr/> 620 33
	Capt. E. English, to pay crew as per statement and receipts	765 15
	James Walsh, balance of wages, April 29 to Aug. 22, per sheet ..	92 00
	T. Newport, do., July 22 to Aug. 22 ..	24 00
		<hr/> 881 15
17.	Board, E Pike, 31 days, at 70 cts.	21 70
Oct'br 15.	To passage per <i>Volunteer</i>	9 60
Nov'r 14.	To E. Pike, boarding Con. Lawlor...	42 70
20.	Capt. Robinson, for services	847 00
		<hr/> 921 00
23.	R. Bennett, 3 days board & lodging	2 10
27.	Capt. Curtis, S.S. <i>Lady Glover</i> , for services	100 00
Dec. 9.	To Doctor Smith, advice received, per Walsh, pilot	1 00
	Thomas Cluett, Belleoram, board and lodging Walsh 61 days	48 80
12.	To D. W. Prowse, visiting Placentia .	100 00
		<hr/> 251 90
31.	To constable Thomas Walsh, per M. Fawcett, provisions, &c.	5 67
	Constabulary account; this amount on acc't protecting Bait Service	2,333 47 2,339 14
		<hr/> \$22,907 82
	Steamship <i>Fiona's</i> current account.	17,582 92
		<hr/> \$40,490 74
	<i>Less</i> this sum on election account .	1,860 00
		<hr/> \$38,630 74

JOHN STUDDY,
Financial Secretary.

FINANCIAL SECRETARY'S OFFICE, }
December 31st, 1889. }

**Financial Secretary's Detailed Statement of Expenditure on
Account of S.S. "Fiona," for the Year ended Dec. 31, 1888.**

1888.		
Dec'r. 28. To S.S. <i>Caspian</i> and owners, on account passage money of Captain Hiscock and nine sailors.....	356	16
Cash advanced Captain Hiscock...	120	00
Cash advanced on wages:		
Charles Hall, 1 month	16	80
George Cally, 1 month	16	80
George Barrett, ½ month	8	40
		518 16
31. To London and Westminster Bank of England, £2,030 0 0 Stg.....		9,744 00
		<u>\$10,262 16</u>

(Signed,) M. T. KNIGHT,
Financial Secretary.

FINANCIAL SECRETARY'S OFFICE, }
31st December, 1888.

Financial Secretary's Detailed Statement—(Continued.)

::: 1889. :::		
Jan'y 23. To Shea & Co., freight of goods.....	131 50	
Feb'y. 7. To H. J. Stabb, preparing papers <i>Fiona</i>	2 40	
Shea & Co., passage from Halifax to Liverpool, George Knight, steward	30 00	
George Knight, travelling expenses	7 20	
Captain Hiscock	12 00	
		183 10
16. To Commander Robinson, wages for crew	50 00	
Commander Robinson, wages for crew	76 80	
		126 80
March 2. To E. English, 6 brls. potatoes.....	14 40	
Dundee S. & W. Fishing Co., 41 tons coal, \$6.50	266 50	
		280 90
15. To Commander Robinson, on account current expenses		100 00
W. & G. Rendell, paint and oil ...	55 17	
H. J. Stabb, potatoes	5 60	
H. LeMessurier & Son, flour.....	27 80	
Thorburn & Tessier, sundries.....	16 52	
Thorburn & Tessier, "	10 31	
Goudie & Diamond, "	15 00	
Michael Connors, beef	94 36	
		224 76
Barnes & Co., tinned meats.....	86 87	
Victoria Engine & Boiler Works, sundries.....	39 30	
		126 17
Commander Robinson.....	515 20	
ditto ditto	192 00	
ditto ditto	213 43	
		920 63
<i>Forwarded</i>		\$1,962 36

Financial Secretary's Detailed Statement—(Continued.)

<i>Amount brought forward</i>		\$1,962 36
1889.		
March 15.	To T. & M. Winter, pork.....	31 50
	T. & M. Winter, pork and butter..	260 96
	J. A. Edens, kerosene oil.....	13 84
		<hr/> 306 30
23.	To Municipal Council, watering boilers	4 00
	W. D. Kingsworth, chief engineer.	68 04
30.	To No. 14, Wm. Eagan, due April 1..	12 00
	“ 15, George Barrett, do ..	8 40
	“ 16, John Moore, do ..	8 40
		<hr/> 28 80
	“ 10, R. G. Lewis, mate, April 1	15 60
	“ 13, Geo. Collins, due April 1..	8 40
		<hr/> 24 00
April 1.	To George Knowling, linoleum, rugs,	
	blankets, &c.....	43 05
	George Knowling, ditto ditto	9 00
	ditto Drawknife.....	1 25
	ditto Wire.....	0 50
	ditto Soup tureen	2 10
	Richard Goff, labor, sundries.....	35 65
		<hr/> 91 55
	No. 12, Chas. Miller, steward, Apl. 1	24 00
17.	To H. LeMessurier & Son, 4 brls flour	27 80
	H. J. Stabb, 4 brls. potatoes	8 60
		<hr/> 36 40
18.	To Commander Robinson, balance of	
	disbursements, over and above	
	the \$100 advanced March 8, '89	68 82
	Commander Robinson, in advance,	
	to meet current expenses	100 00
		<hr/> 168 82
	Messrs. Campin & Nicholson, Gos-	
	port, advances made to stoker of	
	<i>Fiona</i>	86 40
	<i>Forwarded</i>	<hr/> \$86 40
		<hr/> 2,714 27

Financial Secretary's Detailed Statement—(*Continued.*)

1889.	<i>Amount brought forward</i>	\$86 40	2,714 27
April 18.	To Chas. Wilkins, second engineer, per A. Harvey & Co., passage per s.s. <i>Conscript</i> , from Saint John's to Halifax.....	18 00	
	Chas. Wilkins, per Shea & Co., pas- sage to Liverpool.....	30 00	
	Chas. Wilkins, cash for self, on pri- vate account.....	9 60	
	Chas. Wilkins, to pay fare from Liv- erpool to Gosport.....	7 20	
			151 20
26.	To Dundee S. & W. Co., for coal....	458 20	
	Geo. Knight, steward, per Harvey & Co., passage to Halifax.....	18 00	
	Chas. Wilkins, 2nd engineer, paid Thos. Keale, 1 week's board....	3 50	
			479 70
	Patrick Walsh, pilot, half-pay, due April 26.....		30 00
	W. D. Kingsworth, (No. 17), chief engineer, due April 19.....		68 04
	Monthly half-pay, due May 1st—		
	No. 10, R. G. Lewis.....	15 60	
	" 11, A. King, cook.....	12 00	
	" 12, Chas. Miller, steward....	24 00	
	" 13, Geo. Collins.....	8 40	
	" 14, Walter Eagen.....	12 00	
	" 15, Geo. Barrett.....	8 40	
	" 16, John Moore.....	8 40	
			88 80
	No. 11, A. King, cook, due Apl. 1		12 00
May 2.	To T. & M. Winter, on account provi- sions, April 8.....	240 91	
	<i>Forwarded</i>	\$240 91	3,544 01

Financial Secretary's Detailed Statement—(Continued).

1889.	Amount brought forward.....	\$240 91	\$3,544 01
May 2.	To James Stott, Sundries, March 25th and April 8.....	49 57	
	Michael Thorburn, for payment as under—		
	Peter Collins, putting 195 tons coal on board brig. <i>Eliza</i>	35 10	
	Insurance on coal, \$1,400 at 1½ pr ct.	22 00	
			347 58
15.	To Commander Robinson		100 00
	Dundee S. & W. Co., 195 tons Welsh coal, at \$6.50 per ton		1,267 50
27.	To Barnes & Co., freight of 195 tons coal to Harbor Briton, per brig. <i>Eliza</i> , at \$1.50 per ton		292 50
26.	To W. D. Kingsworth, (No. 17), chief engineer	67 76	
	Patrick Walsh, pilot.....	30 00	
			97 76
June 1.	To Monthly half-pay, due 1st June:—		
	No. 10, R. G. Lewis.....	15 60	
	“ 11, A. King.....	12 00	
	“ 12, Charles Miller.....	24 00	
	“ 13, Geo. Collins.....	8 40	
	“ 14, Walter Eagen	12 00	
	“ 15, Geo. Barrett.....	8 40	
	“ 16, John Moore	8 40	
			88 80
7.	To No. 16, J. Moore, balance of wages from March 1st to June 1st...		22 51
	Andrew Keenan, cab hire, to and from Foundry.....	0 80	
13.	To Chas. Ellis, making copper funnel..	10 30	
	Jacob Jenson, 3¾ days' labor, repair- ing and painting boat.	3 75	
	Forwarded	\$14 85	\$5,760 66

Financial Secretary's Detailed Statement—(*Continued.*)

<i>Amount brought forward</i>		\$14 85	\$5,760 66
1889.			
June 13.	To Thorburn & Tessier, manilla and calico	24 72	
	W. & G. Rendell, paint and brooms	5 50	
	Shea & Co., passage per <i>Peruvian</i> , two firemen	67 20	
	Receiver General.....	2 00	
			114 27
15.	To James Baird, groceries, butter.....	84 23	
	H. Whitten, fireman, 1 month, from 1st June.....	22 80	
	Union Bank, freight, hose and small case, with pump.....	4 76	
			111 79
	W. D. Kingsworth, chief engineer.	67 76	
	Patrick Walsh, pilot, due 26th June	30 00	
			97 76
July 1.	To Monthly half-pay, due 1st July :—		
	No. 10, R. Lewis	15 60	
	“ 11, A. King	12 00	
	“ 12, Chas. Miller.....	24 00	
	“ 13, Geo. Collins	8 40	
	“ 14, Walter Eagen	12 00	
	“ 15, Geo. Barrett.....	8 40	
			80 40
13.	To A. Harvey & Co., 30 bags bread ..	67 50	
18.	To T. & M. Winter, tea and sundries..	74 03	
			141 53
26.	To Patrick Walsh, pilot, due this date.		30 00
	W. D. Kingsworth, (No. 17) chief engineer		67 76
August 1.	To monthly half-pay, due Aug. 1:—		
	No. 10, R. Lewis.....	15 60	
	“ 11, A. King	12 00	
	“ 12, Chas. Miller.....	24 00	
	“ 13, Geo. Collins	8 40	
	“ 14, Walter Eagen	12 00	
	“ 15, George Barrett.....	8 40	
			80 40
	<i>Forwarded</i>		\$6,484 57

Financial Secretary's Detailed Statement—(Continued.)

<i>Amount brought forward</i>		\$6,484 57
1889.		
Aug. 8. To The National Steam Coal Co., 239 tons coal		1,129 10
15. To T. & M. Winter, sundries, per S.S. Volunteer to Burin	327 13	
W. & G. Rendell, varnish & freight	8 60	
T. & M. Winter, sundries	67 30	
		403 03
27. To W. D. Kingsworth, (No. 17) chief engineer.....	67 76	
Patrick Walsh, pilot, due Aug. 26.	30 00	
		97 76
31. To monthly half-pay, due Sept. 1:—		
No. 10, R. Lewis	15 60	
" 11, A. King.....	12 00	
" 12, Chas. Miller.....	24 00	
" 13, Geo. Collins	8 40	
" 14, Walter Eagen	12 00	
" 15, Geo. Barrett.....	8 40	
		80 40
Sept. 7. To Thorburn & Tessier, message sent to Greenock, enquiring about sheathing for <i>Fiona</i>		14 25
12. To Commander Robinson, as under—		
Balance, cash account, May 31..	90 38	
ditto ditto July 6...	70 52	
		160 90
Cash account, in advance, as per statement		329 39
Commander Robinson, advance, to pay as under—		
Joseph Whitten, bal. due on year	1 20	
ditto ½ month, Aug. 8	12 00	
ditto ditto Sep. 9	12 00	
Coastal Steam Co., passage of Jos. Whitten to Harbor Briton.....	7 50	
<i>Forwarded</i>	\$32 70	\$8,699 40

Financial Secretary's Detailed Statement—(Continued.)

<i>Amount brought forward</i>		\$32 70	\$8,699 40
1889.			
Sept. 12.	To Robert Greene, 2nd engineer, balance of wages, as per statement.	59 27	
	Joseph Gear, 2nd engineer, (in place of Greene) for expenses by railway to Placentia	4 00	
			95 97
24.	To T. & M. Winter, provisions	99 81	
27.	To W. D. Kingsworth, chief engineer, half-pay due September 26.....	67 76	
	P. Walsh, Pilot, due, Sept. 26.....	30 00	
	P. Walsh, do 221 days, at \$1.50 per day.....	\$331 50	
	Less	317 00	
			14 50
	J. & W. Pitts, butter, &c.....	94 94	
	W. & G. Rendell, paint.....	15 60	
			322 61
Oct. 11.	To Boy Lewis, 7 months, at \$12.00, less advance, \$9.00	75 40	
	H. LeMessurier & Son, flour, &c...	85 70	
	March & Sons, 13 tons coal... ..	88 40	
	T. & M. Winter, sundries balance.	153 71	
14.	To monthly half-pay to October 1.	80 40	
15.	W. D. Kingsworth, chief engineer, per Union Bank.....	67 76	
	Michael Connors, meat from March to September.....	581 32	
19.	To Bowring Brothers' account.....	320 68	
25.	W. & G. Rendell, varnish.....	13 40	
26.	Newman, labor and storage of coal for <i>Fiona</i>	138 85	
31.	To Commander Robinson, cash account disbursements.....	361 77	
Nov. 1.	To Com. Robinson, monthly half-pay..	148 16	
6.	C. F. Bennett & Co., butter.....	28 62	
8.	Commander Robinson, cash account	793 92	
	<i>Forwarded</i>	2,938 09	\$9,117 98

Financial Secretary's Detailed Statement—(Continued.)

1889.		Amount brought forward.....	\$2,938 09	\$9,117 98
Noy.	8.	To Jas. Stott, preserves, meats, candles	315 87	
	11.	Thorburn & Tessier, sheathings, greenheart, copper nails, as per invoice.....	1,778 02	
	20.	Job, Brothers & Co., Sheet metal.	11 22	
	26.	Thorburn & Tessier, varnish and baskets.....	17 05	
	28.	Harvey & Co., freight.....	15 60	
				5,075 85
Dec.	2.	To George Hiscock.....	29 64	
	10.	Thorburn & Tessier, storing and labor, greenheart.....	12 20	
				41 84
		Lon. & W. Bank £1,486 7 10 stg.,	7,134 68	
		Cable transfer, favor of Com. Bank £5,000 stg., at 21 per ct., \$24,688		
		£900 stg., at 20 pr ct. draft, bal. purchase money....	4,320 29,008 00	
				36,142 68
		Capt. J. Davis (favor of) freight of 239 tons coal from Cardiff to Harbor Briton.....	369 42	
		J. & W. Stewart, disbursements at Harbor Briton.....	76 60	
		Commercial Bank, invoice pump..	166 73	
				712 75
	11.	To Jas. Jardine, freight and cartage to Placentia.. .. .	1 00	
		W. Squires, wages as carpenter, 73 days, at \$2.00—less \$8.00...	138 00	
				139 00
	14.	To wages paid by Captain English to crew of <i>Fiona</i> (less advances to Dec. 1, 1889).....	1,401 71	
		Campden & Nicholls, paid half-pay to crew at Gosport, to Oct. 26, '89	423 62	
				1,825 33
		Forwarded		\$53,055 43

Financial Secretary's Detailed Statement—(*Concluded.*)

1889.	<i>Amount brought forward.</i>		\$53,055 43
Dec. 14.	To Baine, Johnston & Co., codfish, &c.	52 22	
27.	T. McMurdo & Co.	2 16	
28.	Mrs. Clark, washing	10 45	
29.	Thorburn & Tessier, as per acc't . .	2 50	
31.	J. T. Horwood, baker.	20 20	
	Goudie & Diamond, tinsmiths . . .	20 06	
	Receiver General, wages, &c.	493 62	
	Receiver General, engineer's wages	67 76	
	J. H. Martin & Co., 3 tar brushes.	1 20	
			<hr/> 670 17
			53,725 60
	<i>Less</i> this sum charged to election expenses, (see Bait Protection).		
	ditto carried to Bait Protection..		<hr/> 17,582 92
	The sum of \$36,142.68, includes alterations, equipment and stores in England.		<hr/> \$36,142 68

JOHN STUDDY,

*Financial Secretary.*FINANCIAL SECRETARY'S OFFICE, }
December 31st, 1889.

[No. 115.]

FIONA AND PARTIES.

The feeding and expense from Commander Robinson's accounts of the Shore Parties, is..	\$921 96	
Ditto ditto Constabulary, (which sum is charged to the <i>Fiona</i>), is	570 70	\$1,492 66

"FIONA" ACCOUNT.

In the Financial Statement of Dec. 31st, 1888, we find \$356.16 passage of crew, which should be regarded as an extraordinary expense, and written to capital with \$10,100.16 part cost			"FIONA."
			<i>Current. Capital.</i>
	\$162 00	\$10,100 16	
In Financial Statement, } Greenheart \$1,778 02			
Nov. 11, '89, we find } Freight ... 15 60			
material that may } Labor..... 12 20			
or may not be used }			
written to capital. }	1,805 82	1,805 82	
In the same way the cost of the ship should be written to capital, but the sum of \$36,142 68 will be reduced by	5,622 94	5,622 94	
	30,519 74	30,519 74	
The proportion of the sum expended by me in fitting the vessel out, which should be written to current expense, such as insurance, wages in Nov. and Dec., 1888, stores, food and expense. In order to find the current expense, we must reduce the total expense of <i>Fiona</i> , \$53,725 60 by			
G. R. expenditure	\$1,492 66	14,284 44	
Greenheart.	1,805 82		
Cost....	36,142 68		
	<i>Fiona</i>	20,069 38	\$42,425 72

<i>Return.</i>	<i>Capital Account...</i>	42,425 72
<i>Fiona</i> , '88. \$10,262 16	Bal. of Bait Service..	17,387 57
" '89. 53,725 60	Constabulary.....	3,528 62
B. Sr., '89. 22,907 82	Shore parties	3,484 29
	<i>Fiona</i>	20,069 38
\$86,895 58	375 days' full pay and	\$86,895 58
	food, \$53.51 pr diem.	

SHORE PARTIES.

1889.		<i>From Bait Service Account.</i>		
Feb.	8.	To <i>Percy Roy</i> , stores	\$19 84	
Mar.	23.	" ditto do	16 66	
	30.	" Advance	96 00	
		" Job's account.	19 50	
April	26.	" Fox, dories	26 00	
		" Advance	108 00	
				\$286 00
	27.	" Schooner <i>Percy Roy</i> , paid off.	916 39	
May	7.	" Advance, new crew	49 00	
	27.	" Advance.	96 00	
	30.	" Advance.	43 70	
June	8.	" Paul Newport	37 99	
				1,143 08
	13.	" <i>Volunteer</i> , passage of men	11 70	
	20.	" Advance	16 00	
	26.	" Advance	96 00	
	20.	" Advance	36 00	
July	13.	" Candles, rent.	11 00	
	16.	" Newport	16 00	
				186 70
Aug.	21.	" Newport	46 00	
Sept.	7.	" Paul, oars	18 40	
	12.	" Wages balance	881 15	
Decr.	9.	" Dr. Smith	1 00	
				946 55
Total derived from Bait Service. .				2,562 33
To		Rent, stores, sundries G.R. acc't	314 26	
		" Food, 10 men, 149 days do. ..	491 70	
		" Food, 4 men, 113 days do. ..	116 00	
				921 96
Total cost of Shore Parties.				\$3,484 29

CONSTABULARY.

1889.	<i>From Bait Service Account.</i>	
Mar. 23.	To Railway fare, and meals.	\$ 5 50
30.	" Fitzgerald and Winslow, board ..	22 84
April 26.	" Cleary	8 00
May 6.	" Walsh	1 00
	" Walsh and Newhook, board.....	80 00
June 26.	" Cleary, passage.....	3 80
July 15.	" Cleary and Oliphant.....	7 50
	" Carew, board.....	163 10
Aug. 23.	" Carew and Oliphant, board.....	66 50
Sept. 11.	" Board of prisoners at Hr. Briton..	186 54
Nov. 14.	" Lawlor, constable, St. Lawrence..	74 00
Decr. 31.	" Walsh	5 67
	" Constabulary account	2,333 47
	Total from Bait Service.....	2,957 92
April 29.	" From Commander Robinson's acc't	13 00
	" Cost of feeding 8 men, 134 days..	442 20
	" Cost of feeding 5 men, 70 days..	115 50
	Total cost of Constabulary....	<u>\$3,528 62</u>
	Total of Shore Parties.....	\$3,484 29
	Total of Constabulary.....	3,528 62
		<u>\$6,912 91</u>
	Shore Parties from Bait Service..	\$2,562 33
	Constabulary ditto ditto ..	2,957 92
	Balance of Bait Service account..	17,387 57
		<u>\$22,907 82</u>
		<i>Bait Service.</i>
	Including about	\$3,842.10—1888 acc't.
	" S. S. <i>Curlew</i>	3,916.00
	" " <i>Lady Glover</i> ..	6,689.00
	" Judge Prowse....	100.00
	Expenses of the Sub-Inspector and other matters.	

[No. 116.]

Return furnished T. R. Bennett, Esq., Commissioner re Bait Protection Acts, according to request made the Hon. the Receiver General, March 14th, 1890.

I.—Total quantity of Fish exported each year, from January 1st, 1885, to December 31st, 1889.

1885.	1886.	1887.	1888.	1889.
1,378,697 qtls.	1,344,180 qtls.	1,080,024 qtls.	1,175,720 qtls.	1,075,507 qts

II.—Quantity cleared for the undermentioned Countries.

	1885.	1886.	1887.	1888.	1889.
	qtls.	qtls.	qtls.	qtls.	qtls.
U. Kingdom	74,397	69,324	66,900	79,865	59,107
Canada.....	10,875	12,257	18,163	24,318	23,909
U. States....	26,804	50,034	31,527	42,800	31,411
Foreign.....	1,266,611	1,212,565	963,434	1,028,737	961,080
	1,378,697	1,344,180	1,080,024	1,175,720	1,075,507

III.—Average Local Prices.

1885.	1886.	1887.	1888.	1889.
\$3.40 per qtl.	\$3.50 per qtl.	\$3.90 per qtl.	\$4.20 per qtl.	\$4.00 per qtl.

Return furnished T. R. Bennett, Esq., &c., &c.,—(Concluded.)

IV.—*Number of Vessels cleared for the Bank Fishery each year, from 1885 to 1889, and quantity of fish caught by vessels employed in that fishery.*

Year.	No. of Vessels.	Quantity caught.
1885*		
1886*		
1887.....	270	213,840 qtls.
1888.....	301	226,954 "
1889.....	330	236,821 "

* No reliable information obtainable for the years 1885 and 1886.

V.—*Amount of Duties collected on that portion of the Coast, by the operation of the Bait Act.*

Ports.	1885.	1886.	1887.	1888.	1889.
Great Placentia ..	\$ 51	\$ 435	\$ 846	405	\$ 792
Little Placentia ..	1	4	21	50	
Black River					263
Harbor Buffett.....		4	151	115	2
Oderin.....	18	8	33	29	165
Presque.....	4		6		36
Burin.....	29	141	1,935	1,145	1,102
St. Lawrence.....	30	108	932	2,576	1,649
Lamaline.....	138	190	176	132	323
Grand Bank....	459	1,717	1,622	2,019	1,712
Fortune.....	346	658	1,340	1,000	1,195
Pushthrough	298			216	618
St. Jacques.....	481	367	540	1,725	1,737
Harbor Briton....	3,963	4,819	5,960	11,299	11,507
Gaultois ...	6,623	7,773	8,853	4,959	3,501
	\$12,441	\$16,227	\$22,415	\$25,700	\$24,702

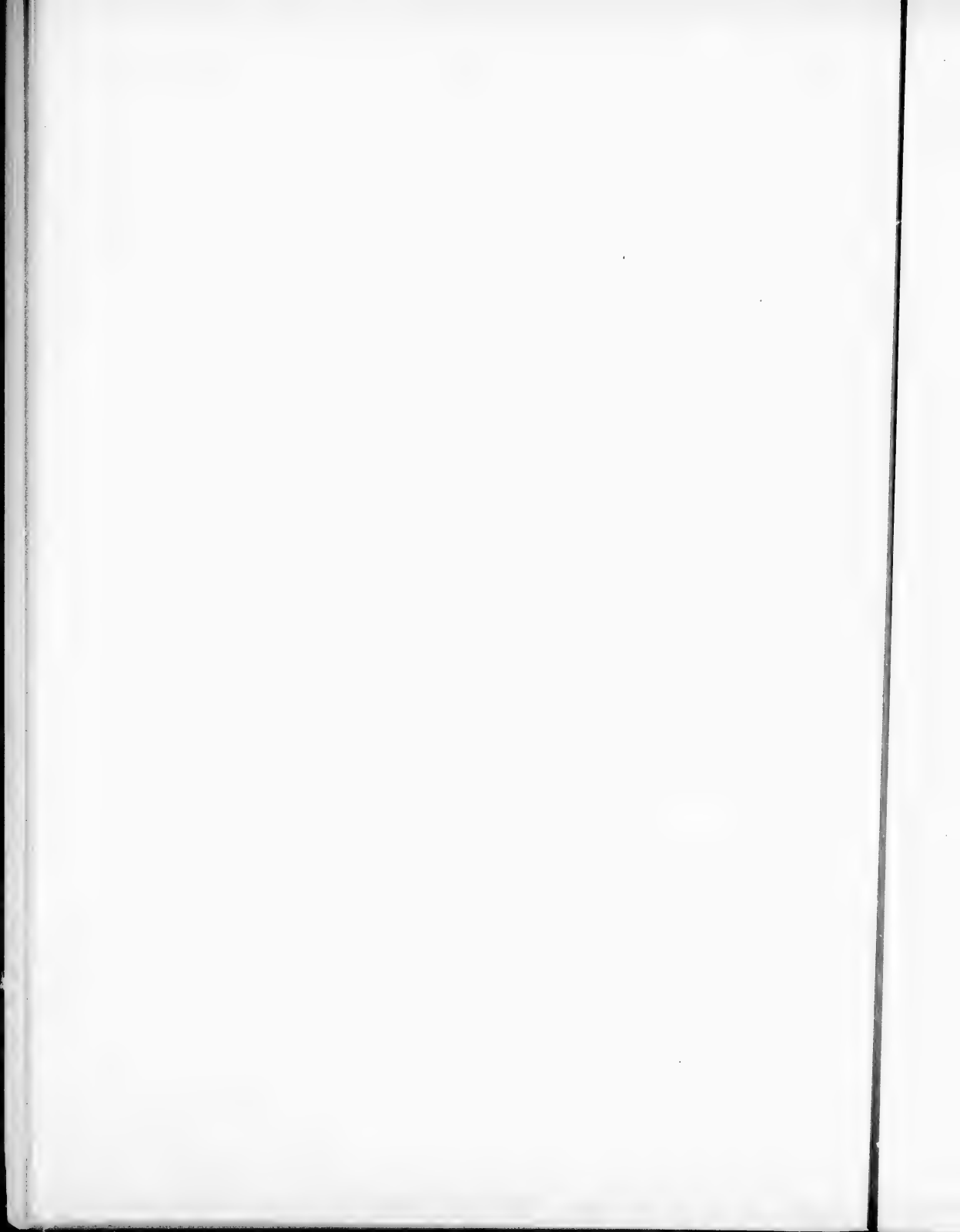
CUSTOM HOUSE, ST. JOHN'S, }
November 14, 1890.



APPENDIX.

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APPENDIX.

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